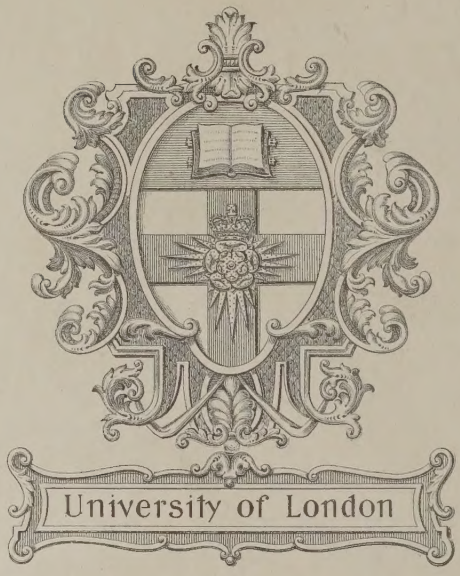
University of London

605854

ACCOUNTS AND PAPERS:

THIRTY-SIX VOLUMES.

—(27.)—

TRADE (GENERALLY).

Session

4 *February* —— 29 *July* 1864.

VOL. LVIII.

1864.

ACCOUNTS AND PAPERS:

1864.

THIRTY-SIX VOLUMES:—CONTENTS OF THE

TWENTY-SEVENTH VOLUME.

N. B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

TRADE (GENERALLY):

Statistical Abstract:

[3340.] Statistical Abstract for the United Kingdom, in each of the last Fifteen Years, from 1849 to 1863 - - - - - - - - - - p. 1

Brandy:

460. Number of Gallons of Brandy Imported into this Country, distinguishing the Countries from whence Imported, and the Number of Gallons Imported from each Country, 1863:—Number of Gallons of *British* Brandy Permitted from the Rectifiers' Stocks, 1863; also the same Return for the Year 1862:—Number of Gallons of *British* Brandy Permitted from Rectifiers' Stocks to Customs Warehouses for Exportation, together with any Loss to the Revenue arising from this operation:—And, *British* Brandy Permitted from Rectifiers' Stocks, and Warehoused in Duty-free Warehouses for Home Consumption - - - - - - - - - - - - - - 93

Brewers' Licenses:

368. Number of Common Brewers paying for Licenses, from 1st October 1863, in Classes, from under 1,000 to over 500,000 Barrels; showing in each case the Supplementary Charge or the Supplementary Diminution; stating the Amount paid for Licenses for each Class, and the Total Amount paid by all Classes (in continuation of Parliamentary Paper, No. 162, of Session 1863) - - 95

Cambrics, &c. (France):

470. Quantities and Value of Cambrics and *French* Lawns, Damask and Damask Diaper, Sails and Sail Cloth, and Linen Manufactures unenumerated, and of Linen and Jute Yarns Imported from *France* into the United Kingdom, specifying the Quantities and Value of such Importations in the Ports of *London, Hull, Newcastle, Leith,* and *Dundee,* from 1st June 1862 to 31st May 1864 97

Chambers of Commerce:

[3313.] Correspondence with the Association of Chambers of Commerce, relative to Arrangements in Commercial matters between the Foreign Office and the Board of Trade - - - - - - - - - - - - - - 99

Coals, Cinders, and Culm, &c.:

357. Quantities of Coals, Cinders, and Culm, and Patent Fuel, Shipped at the several Ports of *England, Scotland,* and *Ireland,* Coastways, to other Ports of the United Kingdom, in 1863, distinguishing each Port, as compared with 1862:—Quantities and Declared Value Exported from the several Ports in 1863, distinguishing Countries, as compared with 1862, and distinguishing Ports:—Quantities Exported from the United Kingdom in 1863, with Rate and Amount of Duty:—And, Quantities brought Coastways and by Inland Navigation into the Port of *London,* during 1863, compared with 1862 - - - - 105

Copper, &c.:

253. Exports and Imports of Copper and Copper Ore and Regulus, Tin and Tin Ore, Lead and Lead Ore, Spelter and Zinc, for the Twelve Months to 31st December 1863 (in continuation of Parliamentary Paper, No. 426, of Session 1863) p. 113

Decimal System of Measures, &c.:

265. Letter to the Lords of the Treasury, in reply to the Report of Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; Notes by the Astronomer Royal: by *James Yates*, Esq., M.A., F.R.S., Vice-President of the International Association for obtaining a Uniform Decimal System of Measures, Weights, and Coins - - - - - - - 125

265–I. Further Return of Letter to the Lords of the Treasury, in reply to the Report of Mr. *Chisholm*, &c. - - - - - - - - - - - 133

Discriminating Duties:

[3407.] Correspondence relating to the Abrogation of the Discriminating Duties levied on *British* Vessels and their Cargoes, by the Governments of *France*, *Spain*, and *Portugal*, 1850—1863 - - - - - - - - - - 775

Exports and Imports:

298. Return showing the Official and the Real Value of the Exports from, and also the Official and Real Value of the Imports into *Great Britain*, for each Year in the several Quinquennial Periods, ending with the Years 1845, 1850, 1855, and 1860; and in the Triennial Period, ending with the Year 1863:—And, similar Return for *Ireland* - - - - - - - - - - - 137

420. Return showing the Official and Real Value of the Exports from, and also the Official and Real Value of the Imports into *Great Britain*, for each Year in the Triennial Periods ending 5th January 1801, 1821, 1841, 1861, and 1864, and showing the proportion, in Seventeenths, of the Total Amount of Imports and Exports (after deducting Foreign and Colonial Merchandize re-exported) of *Great Britain*, to the Total Amount of the Imports and Exports (after making the like deductions) of *Ireland*, in each of these Periods:—And, Similar Return for *Ireland* - - - - - - - - - - 141

Factories:

318. Names of the Inspectors and Sub-Inspectors of Factories, the Principal Towns in the District of each Sub-Inspector, and the Number of Factories or Works included in such District, on 1st April 1864; the Date of Entry into the Public Service, and Salary of each Inspector and Sub Inspector; the Number of Classes of Sub-Inspectors, and the Number in each Class, according to the Classification approved by the Treasury, together with the Number of Sub-Inspectors actually in each Class on the 1st day of April 1864 - - 147

Grain:

142. Report of the Commissioners of Customs, dated 10th March 1864, relating to the Proposal to levy the Duty on Grain by Weight, instead of by Measure - 155

Grain and Corn:

387. Total Quantity of all kinds of Grain and Corn (viz. Wheat, Barley, Oats, Maize, Rye, Peas, Beans, and other kinds of Grain), also Flour and Meal, Imported from Foreign Parts, specifying each Country respectively, in the Twenty-three Years from 1841 to 1863, both inclusive:—The Decennial Average for the two epochs 1841–50 and 1851–60:—And, the Estimated Value of the Total Imports for each Year - - - - - - - - - - - 169

Hops:

81. Average Amount of Duty charged on *British* and Foreign Hops, in the Ten Years preceding the Repeal of the Duty, calculated at Three-halfpence per Pound, and the Net Amount realised from the increased License Duty charged on Brewers in lieu of the Hop Duty, in the Year ended 31st March 1863 183

287. Quantity of Hops Imported into the United Kingdom from 16th September to 31st December 1862, from 1st January to 30th June, from 1st July to 31st December 1863, and from 1st January to 31st March 1864, distinguishing the Ports where Imported, and the Countries whence Exported:—Quantity of Foreign and *British* Hops Exported, distinguishing Countries, and Quantities; with Dates of the Years in which the *British* Hops were grown (in continuation of Parliamentary Paper, No. 62, of Session 1863) - - - - - - 185

Imports and Exports, and Corn and Meal Imports and Exports (Ireland):

217. Return of all Articles Imported into *Ireland* from Foreign Countries and the *British* Possessions Abroad, during each of the last Five Years, showing the Computed Value of each, and their Total Amount:—Similar Return of all Articles Exported, with the Declared or Computed Value of each, and their Total Amount:—Quantities of Corn and Meal Imported into *Ireland* from *Great Britain* in each of the last Five Years, with the Computed Value thereof:—And, similar Return of Corn and Meal Exported from *Ireland* to *Great Britain* - - - - - - - - - - - - - p. 189

Isle of Man:

553. Petition of the Inhabitants of the *Isle of Man* to the Queen in Council, presented August 1854, with the Case and Supplement in support of the same, and the Proceedings had thereon:—Reply of the Privy Council, and the Memorial as a Rejoinder thereto, with a Statement of the Proceedings adopted by the Inhabitants to petition Her Majesty, accompanying the same:—Letter to Sir *George Grey*, Baronet, 10th May 1855:—Petition to the House of Commons on behalf of the Inhabitants of the *Isle of Man* for the Improvement of their Harbours, presented in 1858:—Petition of the Inhabitants of the *Isle of Man* to Her Majesty, presented March 1863, and the Statement of the Grounds or Reasons for the same, and Proceedings had thereon, with the Statement of the Proceedings adopted by the Inhabitants to petition Her Majesty:—Letters on behalf of the Inhabitants of the *Isle of Man* to the Home Secretary, dated 4th December 1863 and 8th June 1864, with printed Enclosure:—Petition on behalf of the Inhabitants of the *Isle of Man*, presented to the *Tynwald* Court on 8th February 1864, with the Protest of the Delegates elected by the Inhabitants in their respective Parishes:—Correspondence with the Board of Trade respecting the Port *Erin* Harbour during its Progress through Parliament in 1863:—And, Reports of Engineers (including the late Mr. *Walker*'s and Mr. *Hawkshaw*'s), respecting the attempted Breakwater in *Douglas* Bay projected by Mr. *Abernethy* - - - - - - - - - - - - 203

Italian Tariff (New):

[3293.] Rates of Customs Duties levied in the Kingdom of *Italy* upon various Articles of *British* Produce Imported from the United Kingdom, and upon various Articles of *Italian* Produce Exported to the United Kingdom, in *Italian* or *English* Vessels, under Article 2 of Treaty of Commerce and Navigation; signed at *Turin*, 6th of August 1863 - - - - - - - - - - - 275

Joint Stock Companies:

433. Joint Stock Companies having Special Acts of Parliament, and which are Registered at the Office of the Registrar of Joint Stock Companies, specifying the Date of such Registration, and the Act and Chapter under which such Registration was made - - - - - - - - - - - - 289

452. Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is divided, Number of Shares taken, Number of Persons who signed the Memorandum of Association, Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all Joint Stock Companies formed or registered since the passing of the Act 18 & 19 Vict. c. 133; and also Number of Shareholders in each of the said Companies according to the last Return, and whether still in Operation or being Wound-up:—And, Total Number of Companies registered in the City of *London*, or within Four Miles of the General Post Office - - - - - - - - - - - - 291

Malt and Beer:

126. Total Amount of the Malt Tax:—Amount of Quantity and Drawback on Exported Malt and Beer:—And, Quantity of Foreign Malt Imported into this Country, and the Amount of Duty Paid upon it, in each Year since 1846 - - 553

Munitions of War (North America):

176. Account of the Guns and other Munitions of War shipped from the Port of *Liverpool* to *America* during the Years 1861 and 1862, showing the Quantity, Description, Value, and Port of Destination - - - - - - - 555

Paper, &c.:

164. Returns of all Paper (exclusive of Hangings), the Manufacture of the United Kingdom, Exported to *India, Australia, British North America,* and the *Cape of Good Hope*; Paper, being of Foreign or Colonial Manufacture, transhipped at Ports in, or Exported from, the United Kingdom to the above *British* Possessions; Paper and Stationery, Imported into *Victoria, New South Wales, Canada,* and the *Cape of Good Hope,* respectively, during the Years 1859, 1860, 1861, 1862, and 1863; and, Paper and Stationery Imported into *British India* during the same Period (in continuation of Parliamentary Paper, No. 567, of Session 1860) - - - - - - - - - - - - - p. 557

Russia Company:

[3368.] Correspondence respecting Dues levied by the *Russia* Company - - 563

[3376.] Further Correspondence respecting Dues levied by the *Russia* Company - 577

Salmon Fisheries (Scotland):

70. Nominal Return of every Salmon Fishery in *Scotland,* and the Valuation of each, and the Mode of Capture practised at each such Fishery - - - - 583

Saltpetre, &c.:

450. Quantities of Saltpetre Imported into, and Exported from, the United Kingdom, in the Years 1860—1863 inclusive, and 1864, distinguishing the Countries from which the Saltpetre was Imported:—And, similar Return with respect to Cubic Nitre - - - - - - - - - - - - - - - 605

Spirits:

130. Quantities of Home-made Spirits entered for Consumption in the United Kingdom, and the Rates and Amount of Duty thereon, in each Quarter and in each Year ending 31st March 1860, 1861, 1862, 1863, and 1864:—Similar Return for Foreign and Colonial Spirits, for Wines, and for Malt:—And, Return showing, under One Head, the Total Amount of Net Revenue, after deducting all Drawbacks and Allowances on Spirits Methylated and Exported, from Spirits, Wines, and Malt respectively, in each of these Five Years, with the Increase or Decrease in each of the last Four Years compared with the First Year ended 31st March 1860 - - - - - - - - - - - - - 607

161. Number of Gallons of Proof Spirits distilled in *England, Scotland, Ireland,* and the United Kingdom, the Gallons delivered, Duty paid, from Distillers' Stocks, and the Gallons put into Bond; Number of Gallons of Proof *British* Spirits on which Duty was paid in each of the Three Kingdoms, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom; Number of Gallons of Proof *British* Spirits Consumed in each of the Three Kingdoms; Number of Gallons of Proof *British* Spirits Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts; and other Returns relative to Spirits, for the Year 1863 (in continuation of Parl. Paper, No. 97, of Session 1863) - - - - - - - - - - - - - - 613

Spirits, Wine, Sugar, &c.:

188. Quantities of Spirits and Wine in Gallons, of Sugar in Hundredweights, of Tea and Tobacco in Pounds, and of Malt in Quarters, taken for Home Consumption *Great Britain,* for the Years 1838, 1839, 1840, and for the Years 1858, 1859, and 1860 respectively:—And, Similar Return for *Ireland* - - - 619

Standard Weights and Measures:

115. Letter from the Comptroller General of the Exchequer to the Treasury, dated 3d June 1863, transmitting a Report on the Exchequer Standards of Weight and Measure, dated 27th April 1863, by Mr. *Chisholm,* Chief Clerk in the Office of the Comptroller General of the Exchequer; with Copy of Report:—Memorandum by the Astronomer Royal, dated 24th April 1862, containing Notes for the Committee on Weights and Measures, 1862 - - - - - - 621

Sugar:

163. Account, for the Years 1862 and 1863, of the Quantity of Sugar Imported into and Consumed in the United Kingdom (in continuation of Paper marked (A.), Sugar, 1801—1861, printed on Pages 302, 303, and 307 of the Report of the Select Committee on the Sugar Duties, 1862) - - - - - - - 673

Sugar—*continued.*

231. Quantities of Sugar of the several Sorts Imported into the United Kingdom, and the Quantities retained for Home Consumption, with Rates of Duty Charged, and Net Revenue accruing therefrom; Comparative Statement of the Average Prices of *British* Plantation and Foreign Sugar (Ordinary Yellow *Havannah*): —Imports into the United Kingdom of Sugar, Molasses, Rum, Coffee, Cocoa, and Cotton, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*; distinguishing the Quantities Imported from each Colony and each Possession in each Year:—Foreign Sugar Imported, stating from whence, and Quantities from each Place:—Quantity of Refined Sugar and Sugar Candy Imported; Quantity retained for Home Consumption, the Rates of Duty Paid, and the Quantity Exported:—And, Quantity and Declared Value of *British* Refined Sugar Exported, 1844—1863 (in continuation of Parliamentary Paper, No. 272, of Session 1863) - - - - p. 677

232. Quantity of Foreign Sugar Entered for Home Consumption during each Year, from 1844 to 1863 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported (in continuation of Parliamentary Paper, No. 273, of Session 1863) - - - - 703

Tariffs:

526. Return of the New and Old Rates of Duty upon the several Articles (so far as the same can be given) Levied by the Tariffs of Foreign Countries, in which Alterations have been made since the Publication of Return, No. 493, of Session 1863; and showing the Per-centage Increase and Decrease of Duties, and the Dates at which the New Duties came into Operation - - - - 709

Tea, Sugar, &c.:

501. Quantities of Tea, Sugar, Coffee, Wine, Malt, Spirits, Tobacco, and Corn, taken for Consumption in *Great Britain* and *Ireland*, in 1841, 1851, 1861, 1862, and 1863:—Also, Quantity of each Article Consumed per Head of the Population in each Country, the Amount of Revenue derived in each Country from each Article in each Year, and the Amount of such Revenue per Head in each Country:—And, of the Population of each Country in each Year - - 717

Tobacco:

286. Seizures made, and Prosecutions for Breach of the Laws relating to Tobacco, between 5th January 1862 and 5th January 1864, distinguishing *Great Britain* from *Ireland*; specifying Places, Names, Quantities and Kinds of Goods Seized; Results of Examination; Judicial Proceedings; Result, and Amount of Fine paid or Imprisonment suffered (in continuation of Parliamentary Paper, No. 238, of Session 1862) - - - - - - - - - - - 723

Watch Cases and Watches:

162. Number and Value of Watch Cases (Gold and Silver) Assayed and Marked at each of the different Assay Offices of the United Kingdom in each of the last Fourteen Years, from 1850 to 1863 inclusive; and, Number and Computed Real Value of Watches Imported from all Parts during the same Time - 731

Weights, Measures, and Coins:

268. Report of the Proceedings of the International Statistical Congress held in *Berlin* in September 1863, on the Subject of International Weights, Measures, and Coins - - - - - - - - - - - - - 737

BRANDY.

RETURN to an Order of the Honourable The House of Commons, dated 31 May 1864;—*for*,

RETURNS "of the Number of Gallons of BRANDY Imported into this Country, distinguishing the Countries from whence Imported, and the Number of Gallons Imported from each Country, for the Year ending the 31st day of December last:"

"Of the Number of Gallons of BRITISH BRANDY Permitted from the Rectifiers' Stocks for the Year ending the 31st day of December 1863; also the same Return for the Year 1862:"

"Of the Number of Gallons of BRITISH BRANDY Permitted from Rectifiers' Stocks to Customs Warehouses for Exportation, for the Year ending the 31st day of December last, together with any Loss to the Revenue arising from this operation:"

"And, of BRITISH BRANDY Permitted from Rectifiers' Stocks, and Warehoused in Duty-free Warehouses for Home Consumption."

RETURN of the Number of Gallons of BRANDY Imported into this Country, distinguishing the Countries from whence Imported, and the Number of Gallons Imported from each Country, for the Year ending the 31st day of December last.

Quantities of Brandy Imported into the United Kingdom, in the Year 1863:—

From France	2,911,159	gallons.
„ Spain	4,140	„
„ Hanseatic Towns	174,279	„
„ Holland	32,365	„
„ Other Countries collectively	10,350	„
Total	3,132,293	„

Office of the Inspector General of Imports and Exports, Custom House, London, 4 June 1864.

John A. Messenger.

RETURNS of the Number of Gallons of BRITISH BRANDY Permitted from the Rectifiers' Stocks, for the Year ending the 31st day of December 1863; also the same Return for the Year 1862; of the Number of Gallons of BRITISH BRANDY Permitted from Rectifiers' Stocks to Customs Warehouses for Exportation, for the Year ending the 31st day of December last, together with any Loss to the Revenue arising from this operation; and of BRITISH BRANDY Permitted from Rectifiers' Stocks, and Warehoused in Duty free Warehouses for Home Consumption.

NUMBER of Gallons of BRITISH BRANDY Permitted from the Rectifiers' Stocks, for the Years ended the 31st day of December 1862 and 1863:

1862	847,935.
1863	706,356.

NUMBER of Gallons of BRITISH BRANDY Permitted from Rectifiers' Stocks to Customs Warehouses for Exportation, for the Year ending the 31st day of December 1863:

61,258.

The duty paid on the spirits from which British Brandy is made is 10 *s.* per gallon. The drawback on exportation is 10 *s.* 3 *d.* per gallon, but the waste in manufacture is such that the higher rate of drawback does not exceed the duty originally paid. The Revenue therefore sustains no loss.

BRITISH BRANDY Permitted from Rectifiers' Stocks, and Warehoused in Duty-free Warehouses for Home Consumption.

— Nil. —

Inland Revenue Office, 2 July 1864.

W. M. Mexon, Chief Accountant.

BRANDY.

RETURNS of the Number of Gallons of BRANDY Imported into this Country, distinguishing the Countries from whence Imported, and the Number of Gallons Imported from each Country, for the Year ending 31 December 1863; of the Number of Gallons of BRITISH BRANDY Permitted from the Rectifiers' Stocks for the Years ending 31 December 1862 and 1863; of the Number of Gallons of BRITISH BRANDY Permitted from Rectifiers' Stocks to Customs Warehouses for Exportation, for the Year ending 31 December 1863; &c.

(*Mr. Aspinall Turner.*)

Ordered, by The House of Commons, *to be Printed,*
5 *July* 1864.

RETURN to an Order of the Honourable The House of Commons, dated 15 March 1864;—*for*

A RETURN "of the Number of COMMON BREWERS paying for LICENCES, from the 1st day of October 1863, under 1,000 Barrels; over 1,000 and under 10,000; over 10,000 and under 20,000; over 20,000 and under 30,000; over 30,000 and under 50,000; over 50,000 and under 100,000; over 100,000 and under 150,000; over 150,000 and under 200,000; over 200,000 and under 250,000; over 250,000 and under 300,000; over 300,000 and under 350,000; over 350,000 and under 400,000; over 400,000 and under 450,000; over 450,000 and under 500,000; over 500,000; showing in each case the Supplementary Charge or the Supplementary Diminution; stating the Amount paid for LICENCES for each Class, and the Total Amount paid by all Classes. (In continuation of Parliamentary Paper, No. 162, of Session 1863.)"

Common Brewers in the United Kingdom paying for Licences.		Number.	Amount Charged on each Class.	The Supplementary Charge on the Licences expiring on the 10th October 1863.	The Supplementary Diminution on the Licences expiring on the 10th October 1863.
Over	Not exceeding				
Barrels.	*Barrels.*		£. s. d.	£. s. d.	£. s. d.
—	1,000	31,674	88,865 16 –	16,346 – 6	8,512 2 6
1,000	10,000	1,494	75,164 14 –	9,140 4 –	3,762 18 –
10,000	20,000	164	32,376 16 –	3,467 7 6	695 2 –
20,000	30,000	60	19,981 – –	1,735 16 –	417 4 –
30,000	50,000	29	15,216 14 –	1,308 6 –	282 2 6
50,000	100,000	18	17,705 2 6	1,388 16 –	367 10 –
100,000	150,000	5	7,375 12 6	891 5 –	590 – –
150,000	200,000	2	4,548 12 6	691 3 6	—
200,000	250,000	3	8,489 10 –	970 12 6	—
250,000	300,000	4	13,986 12 6	895 – –	—
300,000	350,000	2	7,923 – –	255 12 6	—
350,000	400,000	–	—	—	—
400,000	450,000	1	5,240 5 –	291 5 –	—
450,000	500,000	–	—	—	—
500,000	- -	2	13,384 5 –	705 12 6	—
Beginners at 12*s.* 6*d.*		1,778	1,111 5 –	—	—
			311,369 5 –	38,087 1 –	14,626 19 –
Net Supplementary Charge - -			23,460 2 –	14,626 19 –	
				23,460 2 –	
TOTAL Amount paid by all Classes - -		£.	334,829 7 –		

Inland Revenue Office,
2 June 1864.

W. M. Moxon,
Chief Accountant.

BREWERS' LICENCES.

RETURN of the Number of Common Brewers paying for Licences from 1st October 1863; stating the Amount paid for Licences for each Class; and the Total Amount paid by all Classes (in continuation of Parliamentary Paper, No. 162, of Session 1863.)

(*Mr. Bass.*)

Ordered, by The House of Commons, *to be Printed*,
8 *June* 1864.

CAMBRICS, &c.

RETURN to an Order of the Honourable the House of Commons, dated 30 June 1864;—*for*,

A RETURN "showing the Quantities and Value of CAMBRICS and FRENCH LAWNS, DAMASK and DAMASK DIAPER, SAILS and SAIL CLOTH, and LINEN MANUFACTURES unenumerated, and of LINEN and JUTE YARNS Imported from *France* into the United Kingdom, specifying the Quantities and Value of such Importations in the Ports of *London, Hull, Newcastle, Leith,* and *Dundee,* from the 1st day of June 1862 to the 31st day of May 1864.

		IMPORTED FROM FRANCE													
		Into LONDON.		HULL.		NEWCASTLE.		LEITH.		DUNDEE.		OTHER PORTS.		The UNITED KINGDOM.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Linen Manufactures; viz.,		£.		£.		£.		£.		£.		£.		£.
Year ended 31 May 1863.	Cambrics and French Lawns - *sq.yds.*	51,530	8,374	–	–	–	–	29	5	- -	–	778	126	52,337	8,505
	Damask and Damask Diaper, *sq.yds.*	–	–	–	–	–	–	–	–	– –	–	–	–	–	–
	Sails and Sail Cloth - - *sq.yds.*	7,665	383	660	33	–	–	1,300	65	- -	–	275	14	9,900	495
	Manufactures unenumerated - *value*	–	4,410	–	462	–	–	–	929	- -	–	–	8,328	- -	14,129
	Linen Yarn - - - - - *lbs.*	24,240	720	58,812	4,647	–	–	372,344	9,929	- -	–	5,970	900	461,366	16,196
	Jute Yarn - - - - - *lbs.*	–	–	–	–	–	–	–	–	877,011	16,609	-	–	877,011	16,609
	Aggregate of the Articles specified -	–	13,887	–	5,142	–	–	–	10,928	- -	16,609	–	9,368	- -	55,934
	Linen Manufactures; viz.,														
	Cambrics and French Lawns - *sq.yds.*	56,925	9,251	400	65	–	–	–	–	- -	–	960	157	58,285	9,473
Year ended 31 May 1864.	Damask and Damask Diaper, *sq.yds.*	–	–	–	–	–	–	1,000	150	- -	–	–	–	1,000	150
	Sails and Sail Cloth - - *sq.yds.*	10,741	537	133,190	6,662	–	–	–	–	- -	–	22,585	1,129	166,516	8,328
	Manufactures unenumerated - *value*	–	7,223	–	1,217	–	–	–	355	- -	1,419	–	9,031	- -	19,245
	Linen Yarn - - - - - *lbs.*	95,068	4,938	304,440	32,534	–	–	247,600	6,657	2,669,142	79,207	766,396	41,207	4,082,646	164,543
	Jute Yarn - - - - - *lbs.*	–	–	–	–	33,600	1,400	–	–	119,056	2,541	140,557	6,269	293,213	10,210
	Aggregate of the Articles specified -	–	21,949	–	40,478	–	1,400	–	7,162	- -	83,167	–	57,793	–	211,949

Office of the Inspector-General of Imports and Exports, Custom House, London, 7 July 1864.

John A. Messenger.

RETURN showing the Quantities and Value of CAMBRICS and FRENCH LAWNS, DAMASK and DAMASK DIAPER, SAILS and SAIL CLOTH, and LINEN MANUFACTURES unenumerated, and of LINEN and JUTE YARN, imported from *France* into the United Kingdom, specifying the Quantities and Value of such Importations in the Ports of *London*, *Hull*, *Newcastle*, *Leith*, and *Dundee*, from 1 June 1862 to 31 May 1864.

(*Sir John Ogilvy.*)

Ordered, by The House of Commons, *to be Printed*,
11 *July* 1864.

CORRESPONDENCE

WITH THE

ASSOCIATION

OF

CHAMBERS OF COMMERCE.

Presented to both Houses of Parliament by Command of Her Majesty.
1864.

LONDON:
PRINTED BY HARRISON AND SONS.

[3313]

Correspondence with the Association of Chambers of Commerce.

No. 1.

Memorial from the Association of Chambers of Commerce of the United Kingdom.

To the Right Honourable Earl Russell, K.G., &c., &c., Her Majesty's Principal Secretary of State for Foreign Affairs,

The Memorial of the Association of Chambers of Commerce of the United Kingdom (of which are members the Chambers of Commerce of Belfast, Birmingham, Bradford, Bristol, Coventry, Dewsbury, Gloucester, Goole, Halifax, Huddersfield, Hull, Kendal, Leeds, Middlesborough, Nottingham, Newcastle-on-Tyne, Sheffield, Staffordshire Potteries, and Wolverhampton), assembled at their Annual Meeting this 24th day of February, 1864,

Humbly Showeth,

That your Memorialists understand that the arrangement between the Foreign Office and the Board of Trade is at present as follows:—

That the Foreign Office takes action in commercial matters solely in concert with the Board of Trade.

That, consequently, communications from Her Majesty's Ministers and Consuls abroad on commercial matters are forwarded by the Foreign Office to the Board of Trade, in order that through such Board they may (if deemed desirable) be communicated to commercial men; and that, on the other hand, the suggestions of such commercial men for action by the Foreign Office in commercial matters are expected to be made to the Board of Trade.

That while gratefully acknowledging the desire, both on the part of your Lordship, of the President of the Board of Trade, and of the staff of both offices, to promote the interests of commerce, your Memorialists have found by experience that this double action tends to defeat the fulfilment of that desire.

That the present movement throughout the continent of Europe towards free trade (consequent on the reduction of its tariff by the French Government) makes it especially necessary that our Government should give constant and unremitting attention to all questions connected with foreign tariffs (especially to any changes that may be contemplated in them), and should be ready to take prompt action on information obtained; while at the same time it makes it especially undesirable that English manufacturers should find themselves compelled, by want of such prompt action, to make in Parliament or through the press such public expression of their wishes as tends to their defeat by alarming manufacturers abroad.

That therefore your Memorialists cannot but think that the interests of trade would be greatly promoted if commercial men in this country were put in immediate and direct communication with those who are responsible for the action of Government in commercial matters with foreign countries.

And your Memorialists will ever pray, &c.

Signed on behalf of the Association in pursuance of an unanimous vote of the Annual Meeting.

(Signed) SAMPSON S. LLOYD, *Chairman.*

Office of the Association, 22, Abingdon Street,
February 24, 1864.

No. 2.

Mr. Hammond to Mr. Lloyd.

Sir, *Foreign Office, March* 10, 1864.

I AM directed by Earl Russell to acknowledge the receipt of the Memorial of the Association of the Chambers of Commerce of the United Kingdom, dated the 24th of February, stating that while acknowledging the desire both on the part of his Lordship, of the President of the Board of Trade, and of the Staff of both Offices, to promote the interests of commerce, the Memorialists have found by experience that the double action of the two Departments, as in the main correctly described by them, tends to defeat the fulfilment of that desire; and that the Memorialists therefore think that the interests of trade would be greatly promoted if commercial men in this country were put in immediate and direct communication with those who are responsible for the action of government in commercial matters with foreign countries.

Lord Russell directs me, in the first place, to state to you that he fully shares in the opinion of the Memorialists that it is essentially necessary that Her Majesty's Government should give constant and unremitting attention to all questions connected with foreign tariffs, and particularly to any changes contemplated in them, and should be ready to take, when requisite, prompt action on information obtained; and I am to assure you that such constant and unremitting attention is given by Her Majesty's Government to those matters, and such action taken when circumstances appear to warrant or to call for it.

I am in the next place to state to you that the Secretary of State for Foreign Affairs has always been, and will continue to be ready to receive either from mercantile associations or from individual merchants any communications on commercial matters which they may desire to address to him directly; and upon all such subjects the Foreign Office and the Board of Trade fully interchange information and opinions with a view to arrive at sound and definite conclusions.

I am, &c.

(Signed) E. HAMMOND.

Correspondence with the Association of Chambers of Commerce.

Presented to both Houses of Parliament by Command of Her Majesty. 1864.

LONDON:
PRINTED BY HARRISON AND SONS.

COALS, CINDERS, AND CULM, &c.

RETURN to an Order of the Honourable The House of Commons, dated 22 April 1864;—*for*,

No. 1.—AN ACCOUNT "of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Shipped at the several Ports of *England*, *Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom, in the Year 1863; distinguishing the Quantity Shipped at each of the said Ports, as compared with the Year 1862:"

No. 2.—AN ACCOUNT "of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported from the several Ports of *England*, *Scotland*, and *Ireland*, to Foreign Countries and the *British* Settlements Abroad, in the Year 1863; distinguishing the Countries to which the same were sent, and comparing the same with the Year 1862; also distinguishing the Ports of the United Kingdom from which the same were Shipped:"

No. 3.—AN ACCOUNT "of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Exported from the United Kingdom in the Year 1863, with the Rate and Amount of Duty thereon:" And,

No. 4.—AN ACCOUNT "of the Quantities of COALS and PATENT FUEL brought COASTWAYS and by INLAND NAVIGATION into the Port of *London*, during the Year 1863, comparing the same with the Quantities brought during the Year 1862."

— No. 1. —

AN ACCOUNT of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Shipped at the several Ports of *England*, *Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom.

PORTS from which SHIPPED.	COALS, CINDERS, AND CULM.								PATENT FUEL.	
	YEAR 1862.				YEAR 1863.					
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.	Year 1862.	Year 1863.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
LONDON	1,674	1,508	-	3,182	4,201	1,929	-	6,130	—	—
Rochester	790	235	-	1,025	1,117	962	-	2,079	—	—
Faversham	110	143	-	253	-	125	-	125	—	—
Dover	-	404	-	404	-	805	-	805	—	—
Littlehampton	—	—	—	—	150	-	-	150	—	—
Portsmouth	11,057	73	-	11,130	11,269	302	-	11,571	—	—
Plymouth	9	-	-	9	-	30	-	30	—	—
Bristol	—	—	—	—	327	95	-	422	—	—
Gloucester	159,854	65	229	160,148	167,983	-	205	168,188	—	—
Cardiff	881,604	2,679	-	884,283	862,765	2,495	-	865,260	476	123
Newport	535,337	296	-	535,633	547,634	333	-	547,967	—	—
Swansea	207,516	95	47,910	255,521	177,746	121	42,308	220,175	33,296	28,373
—— Neath	158,054	143	70,976	229,173	172,303	20	67,421	239,744	—	—
—— Port Talbot	8,813	290	-	82,103	71,318	280	-	71,598	—	—
—— Porth Cawl	20,483	65	-	20,548	21,257	69	-	21,326	—	—
Llanelly	243,299	-	22,342	265,641	200,790	-	19,749	220,539	—	—
Milford	23,598	-	32,471	56,069	20,157	-	24,305	44,462	—	—
Chester	65,724	-	-	65,724	61,866	-	-	61,866	—	—
Liverpool	134,450	-	-	134,450	164,024	-	-	164,024	—	—
Runcorn	89,700	-	-	89,700	103,013	326	-	103,339	—	—
Preston	41,718	-	-	41,718	42,010	55	-	42,065	—	—
Fleetwood	18,016	-	-	18,016	17,277	10	-	17,287	—	—
Lancaster	1,780	770	-	2,550	1,021	585	-	1,606	—	—
Whitehaven	194,432	15	3,103	197,550	150,804	14	2,127	152,945	—	—
Workington	144,294	-	-	144,294	140,411	-	-	140,411	—	—
Maryport	382,725	-	-	382,725	413,863	-	-	413,863	—	—
Carlisle	25,733	-	-	25,733	19,140	119	-	19,259	—	—
Berwick	85	-	-	85	58	-	-	58	—	—
Newcastle	2,109,313	24,726	-	2,134,039	2,128,254	22,421	-	2,150,675	960	290
Shields	147,529	-	-	147,529	135,781	6	-	135,787	—	—
Sunderland	2,459,200	900	-	2,460,100	2,457,694	517	-	2,458,211	—	—
Hartlepool	1,301,849	5,411	-	1,307,260	1,225,170	7,047	-	1,232,217	—	—
Middlesborough	172,928	2,576	-	175,504	175,170	3,323	-	178,493	—	—
Stockton	846	-	-	846	560	-	-	560	—	—
Goole	92,936	-	-	92,936	94,377	150	-	94,527	—	—
Hull	10,824	-	-	10,824	12,434	-	-	12,434	—	—
Grimsby	11,796	-	-	11,796	17,836	-	-	17,836	—	—
Gainsborough	16,949	-	-	16,949	16,172	-	-	16,172	—	—
Boston	970	-	-	970	522	-	-	522	—	—
Colchester	—	—	—	—	160	-	-	160	—	—
SCOTLAND:										
Leith	10,575	-	-	10,575	13,902	-	-	13,902	—	—
Borrowstoness	99,006	-	-	99,006	102,589	-	-	102,589	—	—
Grangemouth	2,199	-	-	2,199	867	-	-	867	—	—
Alloa	12,525	-	-	12,525	10,347	-	-	10,347	—	—
Kirkaldy	55,452	-	-	55,452	50,156	-	-	50,156	—	—
Dundee	1,417	-	-	1,417	116	-	-	116	—	—
Greenock	10,895	-	-	10,895	7,929	-	-	7,929	—	—
Glasgow	112,344	631	-	112,975	121,101	65	-	121,166	—	—
Irvine, Ardrossan, Troon	401,102	-	-	401,102	327,487	-	-	327,487	—	—
Ayr	151,640	-	-	151,640	118,685	-	-	118,685	—	—
IRELAND:										
Ross	70	-	-	70	120	-	-	120	—	—
TOTAL	10,656,220	41,025	177,031	10,874,276	10,389,933	42,204	156,115	10,588,252	34,732	28,786

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported,

YEAR 1862.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	114,259	3,317	-	117,576	3,257	98,915	3,780	-	102,695	3,616
Portsmouth	8	-	-	8	-	7	-	-	7	—
Southampton	792	-	-	792	-	660	-	-	660	—
Poole	100	-	-	100	-	100	-	-	100	—
Weymouth	260	-	-	260	2	110	-	-	110	1
Bridport	200	-	-	200	-	150	-	-	150	—
Teignmouth	26	-	-	26	-	20	-	-	20	—
Dartmouth	200	-	-	200	-	104	-	-	104	—
Plymouth	1,767	-	-	1,767	-	1,088	-	-	1,088	—
Falmouth	112	-	-	112	-	75	-	-	75	—
Truro	70	-	-	70	-	30	-	-	30	—
Scilly	170	-	-	170	-	98	-	-	98	—
Bideford	550	-	-	550	-	321	-	-	321	—
Bridgewater	251	-	-	251	-	140	-	-	140	—
Bristol	10,646	-	-	10,646	-	5,791	-	-	5,791	—
Gloucester	6,550	-	-	6,550	490	3,421	-	-	3,421	490
Cardiff	1,322,612	7,046	-	1,329,658	13,074	634,886	4,800	-	639,686	8,565
Newport	202,658	230	-	202,888	25	94,460	152	-	94,612	14
Swansea	451,861	1,975	615	454,451	59,942	215,941	1,420	246	217,607	33,393
—— Neath	24,083	-	840	24,923	-	10,921	-	304	11,225	—
—— Port Talbot	1,271	-	-	1,271	-	611	-	-	611	—
Llanelly	102,932	-	12,089	115,021	260	40,574	-	2,233	42,807	119
Milford	1,501	-	74	1,575	-	865	-	22	887	—
Carnarvon	90	-	-	90	-	45	-	-	45	—
Chester	989	-	-	989	-	438	-	-	438	—
Liverpool	624,594	12,230	8	636,832	1,307	383,403	11,249	4	394,656	1,395
Runcorn	1,308	-	-	1,308	-	544	-	-	544	—
Fleetwood	300	-	-	300	-	100	-	-	100	—
Lancaster	2,862	-	-	2,862	-	1,367	-	-	1,367	—
Whitehaven	965	-	-	965	-	350	-	-	350	—
Maryport	8,585	215	-	8,800	-	3,102	173	-	3,275	—
Workington	1,286	93	-	1,379	-	444	93	-	537	—
Carlisle	3,040	-	-	3,040	-	1,388	-	-	1,388	—
Berwick	111	-	-	111	-	47	-	-	47	—
Newcastle	1,964,112	141,183	-	2,105,295	-	818,894	89,413	-	908,307	—
Shields	232,712	721	-	233,433	-	93,470	423	-	93,893	—
Sunderland	1,133,642	32,354	-	1,165,996	-	400,044	19,885	-	419,929	—
Hartlepool	579,918	38,270	-	618,188	-	188,659	23,942	-	212,601	—
Middlesborough	100,997	34,375	-	135,372	-	34,051	22,449	-	56,500	—
Stockton	3,343	126	-	3,469	-	1,169	76	-	1,245	—
Goole	13,578	8	-	13,586	-	6,362	5	-	6,367	—
Hull	192,641	2,986	-	195,627	-	92,649	2,630	-	95,279	—
Grimsby	86,435	25	-	86,460	-	42,958	22	-	42,980	—
Gainsborough	1,702	-	-	1,702	-	762	-	-	762	
Boston	621	-	-	621	-	297	-	-	297	—
Lowestoft	1	-	-	1	-	1	-	-	1	—
Harwich	579	-	-	579	-	261	-	-	261	—
SCOTLAND:										
Leith	56,712	985	-	57,697	-	53,214	978	-	54,192	—
Borrowstoness	163,890	40	-	163,930	-	107,864	36	-	107,900	—
Grangemouth	93,439	238	-	93,677	-	34,564	163	-	34,727	—
Alloa	51,152	-	-	51,152	-	16,496	-	-	16,496	—
Kirkaldy	82,949	2	-	82,951	-	30,966	2	-	30,968	—
Dundee	44,089	-	-	44,089	-	18,932	-	-	18,932	—
Aberdeen	440	-	-	440	-	190	-	-	190	—
Peterhead	45	-	-	45	-	34	-	-	34	—
Wick	4	-	-	4	-	4	-	-	4	
Greenock	62,117	253	-	62,370	-	25,592	216	-	25,808	—
Port Glasgow	10,331	-	-	10,331	-	3,833	-	-	3,833	—
Glasgow	98,081	363	-	98,444	250	45,726	355	-	46,081	149
Irvine	144,769	153	-	144,922	-	45,822	156	-	45,978	—
Ayr	3,330	-	-	3,330	-	1,025	-	-	1,025	—
Dumfries	143	-	-	143	-	70	-	-	70	—
IRELAND:										
Dublin	368	-	-	368	214	241	-	-	241	118
Cork	401	-	-	401	-	308	-	-	308	—
Belfast	1,458	-	-	1,458	-	652	-	-	652	—
Dundalk	30	-	-	30	-	14	-	-	14	—
TOTAL	8,011,033	277,188	13,626	8,301,852	78,821	3,565,640	182,413	2,809	3,750,867	47,860

from the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and *British* Settlements Abroad.

YEAR 1862.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia: Northern Ports	352,459	19,826	-	372,285	7	148,967	13,675	-	162,642	8
——— Southern Ports	65,450	335	-	65,785	-	28,885	188	-	29,073	—
——— Ports on the Pacific	120	-	-	120	-	69	-	-	69	—
Sweden	223,299	22,374	-	245,673	-	84,502	14,947	-	99,449	—
Norway	143,270	5,745	-	149,015	-	56,687	3,818	-	60,505	—
Denmark	554,710	14,169	-	568,879	454	228,656	8,928	-	237,584	273
Prussia	517,984	17,352	-	535,336	-	189,007	10,672	-	199,679	—
Mecklenburg	58,298	997	-	59,295	-	20,090	529	-	20,619	—
Hanover	81,953	2,980	-	84,933	-	28,705	1,828	-	30,533	—
Oldenburg	32,060	456	-	32,516	-	15,141	286	-	15,427	—
Hamburg	485,737	15,994	-	501,731	-	188,568	9,939	-	198,507	—
Bremen	10,836	-	-	10,836	-	4,200	-	-	4,200	—
Lubeck	24,535	1,104	-	25,639	-	9,655	712	-	10,367	—
Heligoland	84	-	-	84	-	26	-	-	26	—
Holland	249,306	5,008	-	254,314	-	103,819	3,113	-	106,932	—
Belgium	28,190	142	-	28,332	-	17,345	95	-	17,440	—
Channel Islands	66,386	536	32	66,954	2	31,603	374	11	31,988	1
France	1,419,420	10,581	13,114	1,443,115	7,856	602,376	6,889	2,677	611,942	4,672
Portugal, Azores, and Madeira	139,648	2,236	-	141,884	1,080	60,397	1,249	-	61,646	588
Spain and Canaries	453,208	70,050	-	523,258	25,823	214,315	44,415	-	258,730	14,716
Gibraltar	64,341	-	-	64,341	-	31,018	-	-	31,018	—
Italy	578,863	15,969	212	595,044	18,286	257,296	10,019	32	267,347	10,079
Malta	116,611	274	-	116,885	847	57,527	197	-	57,724	439
Ionian Islands	36,656	25	-	36,681	-	16,407	20	-	16,427	—
Greece	29,679	73	-	29,752	-	13,991	60	-	14,051	—
Turkey	162,292	2,573	-	164,865	196	74,934	1,489	-	76,423	103
Wallachia and Moldavia	16,663	10	-	16,673	-	8,915	8	-	8,923	—
Syria and Palestine	10,610	-	-	10,610	-	4,832	-	-	4,832	—
Egypt	119,152	36,882	-	156,034	3,983	55,076	23,755	-	78,831	2,419
Tunis	1,251	-	-	1,251	-	614	-	-	614	—
Morocco	-	-	-	-	315	-	-	-	-	158
Algeria	18,265	32	-	18,297	5,431	7,857	22	-	7,879	2,852
Western Coast of Africa	9,986	-	-	9,986	868	4,576	-	-	4,576	517
British Possessions in South Africa	35,424	652	-	36,076	953	18,423	775	-	19,198	568
Cape Verde Islands	32,027	-	-	32,027	1,567	15,366	-	-	15,366	913
Ascension	4,273	-	-	4,273	-	1,996	-	-	1,996	—
St. Helena	1,285	-	-	1,285	-	860	-	-	860	—
Eastern Coast of Africa	1,349	-	-	1,349	-	770	-	-	770	—
Mauritius	11,082	72	-	11,154	835	5,138	78	-	5,216	638
Aden	46,911	-	-	46,911	1,699	22,128	-	-	22,128	1,650
Persia	670	-	-	670	-	670	-	-	670	—
British India: Continental Territories	148,244	15,654	-	163,898	26	75,069	13,937	-	89,006	16
„ Singapore	54,974	34	-	55,008	1,653	26,079	18	-	26,097	991
„ Ceylon	54,095	145	-	54,240	20	26,121	79	-	26,200	12
Siam	529	-	-	529	-	323	-	-	323	—
Cochin China	494	-	-	494	-	247	-	-	247	—
Java	40,827	1,022	-	41,849	-	16,751	587	-	17,338	—
Bintang	365	-	-	365	-	153	-	-	153	—
Philippine Islands	22,476	-	-	22,476	-	11,575	-	-	11,575	—
China and Hong Kong	177,359	760	-	178,119	2,300	86,935	574	-	87,509	2,182
Australia	30,853	606	-	31,459	222	19,604	698	-	20,302	266
Islands in the Pacific	406	-	-	406	-	345	-	-	345	—
British North America	199,679	2,003	-	201,682	-	87,214	1,259	-	88,473	—
British West Indies	129,450	44	268	129,762	1,513	67,217	34	89	67,340	1,451
Foreign West Indies	328,866	279	-	329,145	130	159,180	218	-	159,398	126
United States of America:										
Ports on the Atlantic	315,058	3	-	315,061	-	197,073	4	-	197,077	—
Ports on the Pacific	6,348	-	-	6,348	-	4,935	-	-	4,935	—
Mexico	12,776	-	-	12,776	-	6,004	-	-	6,004	—
Central America	776	61	-	837	-	321	46	-	367	—
New Granada	10,751	10	-	10,761	312	6,043	8	-	6,051	310
Venezuela	300	-	-	300	-	151	-	-	151	—
Brazil	132,881	5,662	-	138,543	458	72,533	3,766	-	76,299	401
Peru	25,639	1,897	-	27,536	1,409	15,206	1,219	-	16,425	1,144
Chili	62,908	1,608	-	64,516	515	27,926	1,144	-	29,070	285
Uruguay	32,507	391	-	32,898	2	16,195	288	-	16,484	2
States of the Argentine Confederation.	15,615	562	-	16,177	59	9,906	459	-	10,365	80
Bolivia	1,551	-	-	1,551	-	592	-	-	592	—
Falkland Islands	968	-	-	968	-	534	-	-	534	—
TOTAL	8,011,038	277,188	13,626	8,301,852	78,821	3,565,640	182,418	2,809	3,750,867	47,860

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported,

YEAR 1863.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	120,985	2,875	-	123,860	1,550	105,813	3,605	-	109,418	1,699
Newhaven	3	-	-	3	-	3	-	-	3	—
Southampton	105	-	80	185	-	56	-	64	120	—
Poole	323	-	-	323	-	323	-	-	323	—
Exeter	50	-	-	50	-	41	-	-	41	—
Teignmouth	239	-	-	239	-	119	-	-	119	—
Dartmouth	7	-	-	7	-	7	-	-	7	—
Plymouth	198	-	-	198	-	132	-	-	132	—
Falmouth	110	-	-	110	-	47	-	-	47	—
Penzance	5	-	-	5	-	2	-	-	2	—
Bideford	983	-	-	983	-	501	-	-	501	—
Bridgewater	33	-	-	33	-	21	-	-	21	—
Bristol	7,994	18	-	8,012	-	4,335	14	-	4,349	—
Gloucester	1,109	-	-	1,109	-	560	-	-	560	—
Cardiff	1,467,223	8,475	-	1,475,698	17,126	707,785	5,689	-	713,474	9,924
Newport	178,929	5,359	-	184,288	-	81,419	3,498	-	84,917	—
Swansea	465,928	1,307	610	467,845	48,135	217,710	983	215	218,908	26,426
——Neath	27,303	105	306	27,714	-	12,396	74	111	12,581	—
——Port Talbot	622	23	-	645	-	303	15	-	318	—
Llanelly	103,625	-	12,075	115,700	-	39,385	-	2,034	41,419	—
Milford	650	-	-	650	-	329	-	-	329	—
Chester	1,382	49	-	1,431	-	555	44	-	599	—
Liverpool	566,916	6,546	11	573,473	477	327,943	6,394	6	334,343	461
Runcorn	3,220	-	-	3,220	-	1,302	-	-	1,302	—
Preston	1,045	-	-	1,045	-	467	-	-	467	—
Fleetwood	1,578	-	-	1,578	-	855	-	-	855	—
Lancaster	2,652	-	-	2,652	-	1,180	-	-	1,180	—
Whitehaven	769	-	-	769	-	360	-	-	360	—
Maryport	7,757	279	-	8,036	-	2,818	225	-	3,043	—
Workington	1,344	-	-	1,344	-	467	-	-	467	—
Carlisle	5,577	-	-	5,577	-	2,447	-	-	2,447	—
Newcastle	1,935,158	123,739	-	2,058,897	-	798,840	81,602	-	880,442	—
Shields	233,849	1,232	-	235,081	-	94,696	734	-	95,430	—
Sunderland	1,090,143	28,131	-	1,118,274	-	379,331	17,355	-	396,686	—
Hartlepool	566,121	29,171	-	595,292	-	182,954	18,623	-	201,577	—
Middlesborough	94,250	33,866	-	128,116	-	32,515	21,041	-	53,556	—
Stockton	2,044	35	-	2,079	-	736	24	-	760	—
Hull	165,946	10,626	-	176,572	-	79,128	7,130	-	86,258	—
Goole	21,732	50	-	21,782	-	10,843	30	-	10,873	—
Grimsby	127,585	-	-	127,585	-	63,910	-	-	63,910	—
Gainsborough	1,113	-	-	1,113	-	470	-	-	470	—
Boston	85	-	-	85	-	38	-	-	38	—
SCOTLAND:										
Leith	58,752	984	1	59,737	-	58,173	838	1	59,012	—
Borrowstoness	163,640	125	-	163,765	-	106,980	115	-	107,095	—
Grangemouth	94,340	105	-	94,445	-	33,056	66	-	33,122	—
Alloa	40,763	-	-	40,763	-	13,785	-	-	13,785	—
Kirkaldy	80,271	62	-	80,333	-	28,798	20	-	28,818	—
Dundee	33,717	-	-	33,717	-	15,325	-	-	15,325	—
Arbroath	185	-	-	185	-	95	-	-	95	—
Aberdeen	191	-	-	191	-	95	-	-	95	—
Peterhead	18	-	-	18	-	15	-	-	15	—
Wick	74	-	-	74	-	26	-	-	26	—
Kirkwall	1,401	-	-	1,401	-	594	-	-	594	—
Greenock	72,394	-	-	72,394	-	30,136	-	-	30,136	—
Port Glasgow	12,834	-	-	12,834	-	4,857	-	-	4,857	—
Glasgow	88,128	569	-	88,697	-	43,529	505	-	44,034	—
Irvine	65,465	-	-	65,465	-	22,916	-	-	22,916	—
Ardrossan	27,956	-	-	27,956	-	9,302	-	-	9,302	—
Troon	54,391	-	-	54,391	-	18,409	-	-	18,409	—
Ayr	2,916	-	-	2,916	-	1,119	-	-	1,119	—
IRELAND:										
Dublin	100	-	-	100	-	75	-	-	75	—
Ross	279	-	-	279	-	223	-	-	223	—
Cork	2,320	-	-	2,320	-	1,272	-	-	1,272	—
Londonderry	943	-	-	943	-	506	-	-	506	—
Belfast	630	-	-	630	-	315	-	-	315	—
TOTAL	8,005,398	256,731	13,083	8,275,212	67,288	3,542,743	168,624	2,431	3,713,798	38,510

from the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and *British* Settlements Abroad—*continued.*

YEAR 1863.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia: Northern Ports	400,568	15,965	-	416,533	-	167,049	10,489	-	177,538	—
„ Southern Ports	42,857	786	-	43,643	-	21,276	465	-	21,741	—
Sweden	211,421	19,441	-	230,862	-	83,638	12,609	-	96,247	—
Norway	116,147	5,886	-	122,034	-	46,646	3,841	1	50,488	—
Denmark	545,121	15,743	-	560,864	140	217,176	10,837	-	228,013	84
Prussia	505,521	16,779	-	522,300	-	180,764	10,320	-	191,084	—
Mecklenburg	46,715	1,588	-	48,303	-	16,933	847	-	17,780	—
Hanover	83,107	2,906	-	86,013	-	28,452	1,744	-	30,196	—
Oldenburg	28,587	627	-	29,214	-	14,220	374	-	14,594	—
Hamburg	489,092	17,519	-	506,611	-	190,415	11,100	-	201,515	—
Bremen	5,763	-	-	5,763	-	3,820	-	-	3,820	—
Lubeck	25,492	1,193	-	26,685	-	10,582	649	-	11,231	—
Holland	212,158	3,044	-	215,202	-	90,849	1,884	-	92,733	—
Belgium	26,000	358	-	26,358	-	16,609	215	-	16,824	—
Channel Islands	68,861	472	46	69,379	157	31,854	316	18	32,188	94
France	1,286,858	6,791	12,606	1,306,255	7,499	537,247	4,242	2,249	543,738	4,037
Portugal, Azores, and Madeira	134,257	1,334	78	135,669	1,883	59,975	833	21	60,829	1,029
Spain and Canaries	482,670	85,202	-	567,872	22,904	223,125	55,542	-	278,667	12,690
Gibraltar	89,775	-	-	89,775	306	42,868	-	-	42,868	168
Italy	475,270	9,889	341	485,500	5,176	207,197	6,524	136	213,857	2,650
Papal Ports on the Mediterranean	17,264	-	-	17,264	-	8,421	-	-	8,421	—
Austrian Territories	72,178	1,240	-	73,418	-	32,085	310	-	32,395	—
Malta	129,890	-	-	129,890	-	62,386	-	-	62,386	—
Ionian Islands	34,438	-	-	34,438	-	14,866	-	-	14,866	—
Greece	27,083	28	-	27,111	-	12,936	23	-	12,959	—
Turkey	167,319	314	-	167,633	405	77,448	188	-	77,636	228
Wallachia and Moldavia	6,787	120	-	6,907	140	3,499	90	-	3,589	84
Syria and Palestine	13,685	-	-	13,685	-	6,380	-	-	6,380	—
Egypt	246,586	18,372	-	264,958	5,377	112,193	10,945	-	123,138	3,162
Tunis	2,414	-	-	2,414	-	1,156	-	-	1,156	—
Algeria	21,540	14	-	21,554	674	9,040	8	-	9,048	393
Morocco	155	-	-	155	-	80	-	-	80	—
Western Coast of Africa	16,366	18	-	16,384	1,139	8,460	7	-	8,467	1,034
Cape Verde Islands	31,397	-	-	31,397	3,759	15,499	-	-	15,499	2,069
Ascension	3,088	-	-	3,088	-	1,391	-	-	1,391	—
St. Helena	2,667	-	-	2,667	-	1,455	-	-	1,455	—
British Possessions in South Africa	24,924	466	-	25,390	1,080	13,781	505	-	14,286	375
Eastern Coast of Africa	700	-	-	700	-	335	-	-	335	—
Madagascar	250	-	-	250	-	250	-	-	250	—
Mauritius	28,145	44	-	28,189	1,048	12,905	36	-	12,941	656
Arabia, Aden	83,218	-	-	83,218	1,185	41,095	-	-	41,095	703
„ Muscat	2,489	-	-	2,489	-	1,189	-	-	1,189	—
British India: Continental Territories	222,485	15,426	-	237,911	1,462	114,139	12,441	-	126,580	869
„ Singapore	50,565	71	-	50,636	3,844	24,732	45	-	24,777	2,202
„ Ceylon	69,440	10	-	69,450	3,250	33,089	13	-	33,102	1,931
Portuguese India	75	-	-	75	-	39	-	-	39	—
Siam	184	-	-	184	-	88	-	-	88	—
Cochin China	200	-	-	200	-	160	-	-	160	—
Java	29,169	304	-	29,473	-	12,540	385	-	12,925	—
Philippine Islands	9,428	-	-	9,428	-	3,289	-	-	3,289	—
China and Hong Kong	158,124	205	-	158,329	920	78,265	224	-	78,489	551
Japan	1,457	-	-	1,457	-	980	-	-	980	—
Australia	34,005	1,191	-	35,196	-	23,167	1,514	-	24,681	—
British North America	195,367	845	-	196,212	-	81,228	601	-	81,829	—
British West Indies	143,697	62	-	143,759	679	75,565	62	-	75,627	590
Foreign West Indies	242,473	498	-	242,971	-	114,407	329	-	114,736	—
United States of America:										
Ports on the Atlantic	275,593	300	-	275,893	-	161,900	195	-	162,095	—
Ports on the Pacific	12,497	25	-	12,522	-	8,428	6	-	8,434	—
Mexico	8,402	10	-	8,412	-	4,294	5	-	4,299	—
Central America	1,336	92	-	1,428	-	500	73	-	573	—
New Granada	9,503	5	-	9,508	800	5,011	3	-	5,014	456
Venezuela	1,385	-	-	1,385	-	719	-	-	719	—
Ecuador	239	-	-	239	-	125	-	-	125	—
Peru	26,320	1,247	-	27,567	3,190	16,861	771	-	17,632	1,806
Chili	72,288	1,786	-	74,074	-	33,724	954	-	34,678	—
Brazil	161,941	4,144	-	166,085	271	84,238	2,555	-	86,793	149
Uruguay	49,015	309	11	49,335	-	24,537	203	6	24,746	—
States of the Argentine Confederation.	19,755	4,062	-	23,817	-	12,294	2,802	-	15,096	—
Falkland Islands	1,632	-	-	1,632	-	879	-	-	879	—
Total	8,005,398	256,731	13,083	8,275,212	67,288	3,542,743	168,624	2,431	3,713,798	38,510

— No. 3. —

AN ACCOUNT of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Exported from the United Kingdom to Foreign Countries and *British* Settlements Abroad, with the Rate and Amount of Duty Received thereon.

YEAR 1863.

	QUANTITIES EXPORTED.
	Tons.
Coals - - - - - - - - -	8,005,398
Cinders - - - - - - - -	256,731
Culm - - - - - - - - -	13,083
TOTAL - -	8,275,212
	Tons.
Patent Fuel - - - - - -	67,288

The Duties on Coals, Cinders, and Culm Exported were wholly repealed by Act 13 & 14 Vict. c. 95, from 14 August 1850.

— No. 4. —

AN ACCOUNT of the Quantities of COALS and PATENT FUEL brought COASTWAYS and by INLAND NAVIGATION into the Port of *London* during the Year 1863, comparing the same with the Quantities brought during the Year 1862.

COALS and PATENT FUEL brought into the Port of *London*.

	COALS.		PATENT FUEL.	
	Years		Years	
	1862.	1863.	1862.	1863.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Coastways - - - - -	3,442,402	3,335,174	30,257	24,775
By Inland Navigation and Land Carriage - - - - -	1,531,421	1,791,932	—	—
TOTAL - - -	4,973,823	5,127,106	30,257	24,775

The Quantities of Coals brought into the Port of London, as shown above, are stated on the authority of the Registrar of the Coal Market.

Office of the Inspector General of Imports and Exports, Custom House, London, 2 June 1864.

John A. Messenger.

COALS, CINDERS, AND CULM, &c.

AN ACCOUNT of the Quantities of Coals, Cinders, Culm, and Patent Fuel Shipped Coastways, from the Ports of *England*, *Scotland*, and *Ireland* severally; of the Quantities Exported from the same Ports to Foreign Countries and British Settlements Abroad; and, of the Quantities brought Coastways into the Port of *London*, in the Years 1862 and 1863.

(*Mr. Hussey Vivian.*)

Ordered, by The House of Commons, *to be Printed*,
6 *June* 1864.

Under 1 *oz.*

COPPER, &c.

RETURN to an Order of the Honourable The House of Commons, dated 15 February 1864;—*for*,

A RETURN "of all EXPORTS and IMPORTS of COPPER and COPPER ORE and REGULUS, TIN and TIN ORE, LEAD and LEAD ORE, SPELTER and ZINC, for the Twelve Months to the 31st day of December 1863 (in continuation of Parliamentary Paper, No. 426, of Session 1863)."

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed*,
2 *May* 1864.

COPPER.

COPPER Imported into the United Kingdom in the Year ended 31 December 1863.

PORTS INTO WHICH IMPORTED.	Ore.	Regulus.	Unwrought, in Bricks or Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture (including all Yellow Metal Sheathing).	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Plates Engraved.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Value.* £.
London	7,879	117	1,605	410	1,102	3	4,983
Liverpool	22,415	5,419	86	66	6,341	54	229
Runcorn	144	—	1	—	—	—	—
Hull	180	—	26	7	50	32	3,100
Newcastle	905	—	—	1	65	—	42
Swansea	48,763	15,870	2,880	10	5	—	—
Southampton	279	—	—	8	1	1	65
Folkestone	—	—	—	—	—	—	190
Newhaven	—	—	—	—	—	—	525
Leith	29	—	—	—	—	—	—
Other Ports	99	—	—	34	—	—	159
TOTAL IMPORT	80,693	21,406	4,598	536	7,564	90	9,293
COUNTRIES FROM WHICH IMPORTED.							
Russia:							
Ports within the Baltic	—	—	—	168	—	—	5
Norway	1,132	—	1	1	130	—	42
Hamburg	—	—	26	24	49	—	248
Holland	24	—	40	8	137	—	988
Belgium	—	—	—	5	4	1	1,198
France:							
Ports without the Mediterranean	229	—	18	6	10	32	4,329
Ports within the Mediterranean	1,226	—	—	—	—	—	—
Portugal	2,393	—	—	20	—	—	—
Spain:							
Ports without the Mediterranean	7,689	83	202	3	1,035	54	2
Ports within the Mediterranean	996	—	—	—	—	—	—
Italy:							
Tuscany	1,287	—	153	1	17	—	—
Genoa	1,106	5	—	108	—	—	—
Naples	52	—	—	—	—	—	—
Turkey (European)	—	—	—	—	—	—	96
West Coast of Africa: Portuguese Possessions	28	—	—	1	—	—	—
British Possessions in South Africa	3,155	—	—	14	—	—	—
St. Helena	443	—	—	12	—	—	—
British India	—	—	—	2	—	—	512
Philippine Islands	—	—	—	—	216	—	—
China	—	—	—	—	—	—	1,335
Japan	—	—	19	—	—	—	—
West Australia	534	—	—	—	—	—	—
South Australia	5,196	78	824	—	338	—	—
Victoria	338	25	368	2	252	—	—
New South Wales	709	14	28	23	42	—	90
British North America	1,775	—	—	3	—	—	—
British West India Islands	—	—	—	42	4	—	5
Cuba	15,570	858	—	—	—	—	10
United States, on the Atlantic:							
Northern Ports	2,049	—	—	—	6	—	183
Southern Ports	—	—	—	—	11	—	—
On the Pacific	149	—	—	—	—	—	—
Mexico:							
Ports on the Atlantic	—	—	18	—	126	—	—
New Granada:							
Ports on the Atlantic	61	—	—	1	—	—	7
Peru	1,843	—	1,006	2	9	—	—
Bolivia	6,722	1,633	101	—	—	—	—
Chili	25,966	18,708	1,794	11	4,677	—	—
States of the Argentine Confederation	15	2	—	14	501	—	5
Other Parts	6	—	—	65	—	3	238
TOTAL IMPORT	80,693	21,406	4,598	536	7,564	90	9,293

COPPER EXPORTED from the UNITED KINGDOM in the Year ended 31 December 1863.

PORTS from which EXPORTED.	Ore.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	-	5,180	5	16,023	16	115	21,339
Liverpool	-	2,071	29	9,107	12	224	11,443
Bristol	-	153	-	207	-	8	368
Cardiff	-	25	-	136	1	-	162
Goole	-	8	-	122	-	1	131
Grimsby	-	6	-	7	-	11	24
Hartlepool	-	95	-	48	-	3	146
Hull	-	60	-	795	7	64	926
Llanelly	-	333	-	7	-	-	340
Newcastle	-	33	-	94	-	4	131
Newhaven	-	-	-	19	1	18	38
Southampton	-	168	17	51	2	60	298
Sunderland	-	-	-	6	-	-	6
Swansea	-	4,651	-	2,707	2	14	7,374
Weymouth	-	-	-	25	-	-	25
Other Ports of England	-	1	-	3	-	1	5
Leith	-	-	-	4	-	-	4
Glasgow	-	8	-	296	-	1	305
Grangemouth	-	-	-	2	-	-	2
Greenock	-	-	-	1	-	1	2
Dundee	-	-	-	4	-	-	4
Port Glasgow	-	-	-	9	-	-	9
Belfast	-	-	-	1	-	-	1
TOTAL Export of British Copper	-	12,792	51	29,674	41	525	43,083

PORTS from which EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
London	43	-	1,599	1	647	34	368
Liverpool	251	-	72	1	3,238	-	180
Hull	183	-	234	-	379	-	2,408
Hartlepool	-	-	-	-	61	—	—
Goole	392	—	—	—	—	—	—
Swansea	121	—	—	—	—	—	—
Grangemouth	-	-	57	—	—	—	—
TOTAL Export of Foreign Copper	990	-	1,962	2	4,325	34	2,956

COPPER Exported from the United Kingdom in the Year ended 31 December 1863—*continued.*

COUNTRIES TO WHICH EXPORTED.	Ore.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Russia: Northern Ports	–	3	–	1,056	–	44	1,103
„ Southern Ports	–	5	–	60	–	8	73
Sweden	–	–	–	126	–	1	127
Norway	–	1	–	151	–	3	155
Denmark	–	3	–	44	1	–	48
Prussia	–	353	–	92	1	6	452
Mecklenburg	–	–	–	5	–	–	5
Hanover	–	43	–	13	–	2	58
Hamburg	–	235	–	816	1	10	1,062
Bremen	–	3	–	636	–	1	640
Holland	–	987	–	1,075	4	16	2,082
Belgium	–	972	–	471	–	16	1,459
Channel Islands	–	–	–	178	–	12	190
France	–	6,351	–	2,933	4	83	9,371
Portugal, Azores, and Madeira	–	3	–	311	–	3	317
Spain and the Canaries	–	3	–	93	–	5	101
Gibraltar	–	–	–	34	–	2	36
Italy; Genoa	–	241	–	1,016	1	1	1,259
„ Tuscany	–	4	–	76	–	–	80
„ Ancona and the Romagna	–	6	–	7	1	1	15
„ Naples and Sicily	–	15	–	288	1	11	315
Austrian Territories; Venetia	–	–	–	9	–	–	9
Illyria, Croatia, and Dalmatia	–	18	–	247	–	5	270
Malta	–	–	–	52	–	–	52
Ionian Islands	–	–	–	16	–	6	22
Greece	–	–	–	87	–	–	87
Turkey	–	1	–	1,050	–	12	1,063
Wallachia and Moldavia	–	–	–	22	–	–	22
Syria and Palestine	–	–	–	430	–	35	465
Egypt	–	–	2	2,554	4	53	2,613
Morocco	–	–	–	3	–	7	10
West Coast of Africa	–	–	1	27	1	9	38
British Possessions in South Africa	–	–	–	52	1	2	55
Mauritius	–	–	–	325	–	4	329
Madagascar	–	–	–	21	–	–	21
British India: Continental Territories	–	3,405	–	10,934	8	59	14,406
„ „ Singapore	–	–	15	696	–	–	711
„ „ Ceylon	–	5	–	66	–	–	71
Java	–	–	–	109	–	–	109
Philippine Islands	–	–	–	91	–	1	92
China and Hong Kong	–	1	–	577	–	11	589
Australia	–	–	3	569	3	17	592
British North America	–	6	–	730	1	3	740
British West India Islands, and British Guiana	–	10	1	69	3	32	115
Foreign West Indies	–	–	20	481	2	6	509
United States, on the Atlantic Northern Ports	–	113	–	176	2	3	294
Mexico	–	–	–	19	–	–	19
New Granada	–	4	–	9	–	1	14
Venezuela	–	–	8	12	–	–	20
Peru	–	–	–	73	–	10	83
Chili	–	–	–	132	–	4	136
Brazil	–	1	–	480	–	18	499
Uruguay	–	–	–	25	–	–	25
States of the Argentine Confederation	–	–	–	12	–	1	13
Other Parts	–	–	1	38	2	1	42
TOTAL Export of British Copper	–	12,792	51	29,674	41	525	43,083

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Russia, Northern Ports	–	–	–	–	–	–	2,408
„ Southern Ports	–	–	–	–	–	1	10
Denmark	–	–	–	–	50	—	—
Prussia	–	–	328	1	215	—	—
Hanover	–	–	89	–	10	—	—
Hamburg	4	–	156	–	248	3	50
Bremen	39	–	40	—	—	—	—
Holland	–	–	494	–	549	—	—
Belgium	183	–	193	–	246	—	—
France	764	–	265	–	2,624	30	—
Italy: Genoa	–	–	16	–	104	—	—
„ Naples and Sicily	–	–	5	1	–	–	200
„ Ancona	–	–	3	—	—	—	—
Austrian Territories: Illyria, Croatia, and Dalmatia	–	–	116	–	4	—	—
British Possessions in South Africa	–	–	–	–	–	–	20
British India: Continental Territories	–	–	257	–	2	–	70
Philippine Islands	–	–	–	–	–	–	180
Australia	–	–	–	–	–	–	6
United States of America: Northern Atlantic Ports	–	–	–	–	273	—	—
Central America	–	–	–	–	–	–	12
TOTAL Export of Foreign Copper	990	–	1,962	2	4,325	34	2,956

COPPER Exported from the Port of London in the Year ended 31 December 1863.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Total of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Russia: Northern Ports	3	-	1,039	-	1	1,043
„ Southern Ports	5	-	60	-	8	73
Sweden	-	-	97	-	-	97
Norway	-	-	12	-	-	12
Prussia	297	-	57	-	4	358
Mecklenburg	-	-	5	-	-	5
Hanover	43	-	7	-	-	50
Hamburg	134	-	596	-	-	730
Bremen	3	-	442	-	-	445
Holland	666	-	713	-	10	1,389
Belgium	956	-	264	-	14	1,234
Channel Islands	-	-	51	-	1	52
France	197	-	26	-	1	224
Portugal, Azores, and Madeira	3	-	221	-	2	226
Spain and the Canaries	-	-	41	-	1	42
Gibraltar	-	-	33	-	2	35
Italy: Genoa	48	-	213	-	1	262
„ Tuscany	1.	-	23	-	-	24
„ Naples and Sicily	10	-	153	-	7	170
Austrian Territories: Illyria, Croatia, and Dalmatia	5	-	83	-	-	88
Malta	-	-	21	-	-	21
Greece	-	-	5	-	-	5
Turkey	1	-	460	-	3	464
Wallachia and Moldavia	-	-	18	-	-	18
Morocco	-	-	3	-	7	10
West Coast of Africa	-	-	13	-	1	14
British Possessions in South Africa	-	-	51	1	2	54
Mauritius	-	-	310	-	4	314
Madagascar	-	-	21	-	-	21
British India: Continental Territories	2,799	-	9,136	8	7	11,950
„ Singapore	-	2	422	-	-	424
„ Ceylon	5	-	61	-	-	66
Java	-	-	36	-	-	36
Philippine Islands	-	-	41	-	-	41
China and Hong Kong	1	-	476	-	8	485
Australia	-	2	506	3	12	523
British North America	-	-	18	-	1	19
British West India Islands and British Guiana	-	-	53	3	12	68
Foreign West Indies	-	-	2	-	1	3
United States on the Atlantic, Northern Ports	-	-	50	-	-	50
Mexico	-	-	13	-	-	13
Chili	-	-	21	-	-	21
Brazil	-	-	121	-	4	125
Uruguay	-	-	7	-	-	7
States of the Argentine Confederation	-	-	5	-	1	6
Other Parts	3	1	17	1	-	22
Total Export of British Copper from London	5,180	5	16,023	16	115	21,339

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought, viz.:— Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Russia: Southern Ports	-	-	-	-	-	1	10
Prussia	-	-	313	-	190	-	—
Hanover	-	-	90	-	10	-	—
Hamburg	4	-	72	-	4	3	50
Bremen	39	-	40	—	—	-	—
Holland	-	-	437	-	176	-	—
Belgium	-	-	157	-	123	-	—
France	-	-	141	-	1	30	—
Italy: Genoa	-	-	16	-	6	-	—
„ Naples and Sicily	-	-	5	1	-	-	200
„ Ancona	-	-	3	—	—	-	—
„ Austrian Territories: Illyria, Croatia, and Dalmatia.	-	-	103	-	4	-	—
British Possessions in South Africa	-	-	-	-	-	-	20
British India: Continental Territories	-	-	222	-	2	-	70
Australia	-	-	-	-	-	-	6
United States of America: Northern Atlantic Ports	-	-	-	-	131	-	-
Central America	-	-	-	-	-	-	12
Total Export of Foreign Copper from London	43	-	1,599	1	647	34	368

COPPER EXPORTED from the PORT of LIVERPOOL in the Year ended 31 December 1863.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Holland	120	–	68	–	–	188
Belgium	10	–	–	–	–	10
France	1,093	–	60	–	2	1,155
Portugal, Azores, and Madeira	–	–	90	–	1	91
Spain and the Canaries	3	–	52	–	4	59
Italy:						
Genoa	192	–	803	1	–	996
Tuscany	3	–	53	–	–	56
Ancona and the Romagna	6	–	7	1	–	14
Naples and Sicily	5	–	130	1	1	137
Austrian Territories:						
Venetia	–	–	6	–	–	6
Illyria, Croatia, and Dalmatia	13	–	161	–	5	179
Malta	–	–	31	–	–	31
Ionian Islands	–	–	16	–	6	22
Greece	–	–	80	–	–	80
Turkey	–	–	590	–	9	599
Syria and Palestine	–	–	430	–	35	465
Egypt	–	–	2,552	4	46	2,602
West Coast of Africa	–	1	9	1	1	12
Mauritius	–	–	6	–	–	6
British India:						
Continental Territories	606	–	1,710	–	52	2,368
Singapore	–	13	145	–	–	158
Ceylon	–	–	4	–	–	4
Java	–	–	62	–	–	62
Philippine Islands	–	–	50	–	1	51
China and Hong Kong	–	–	101	–	2	103
Australia	–	–	53	–	5	58
British North America	1	–	644	–	1	646
British West India Islands and British Guiana	10	–	16	–	18	44
Foreign West Indies	–	6	475	–	5	486
United States on the Atlantic Northern Ports	–	–	126	2	3	131
Mexico	–	–	6	–	–	6
New Granada	4	–	7	–	–	11
Venezuela	–	8	12	–	–	20
Peru	–	–	73	–	10	83
Chili	–	–	85	–	4	89
Brazil	1	–	358	–	11	370
Uruguay	–	–	18	–	–	18
States of the Argentine Confederation	–	–	6	–	–	6
Other Parts	4	1	12	2	2	21
TOTAL Export of British Copper from Liverpool	2,071	29	9,107	12	224	11,443

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Plates engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Denmark	–	–	–	–	50	–	–
Prussia	–	–	–	1	–	–	–
Hamburg	–	–	–	–	223	–	–
Holland	–	–	–	–	318	–	–
France	251	–	24	–	2,407	–	–
Italy:							
Genoa	–	–	–	–	98	–	–
Austrian Territories:							
Illyria, Croatia, and Dalmatia	–	–	13	–	–	–	–
British India:							
Continental Territories	–	–	35	–	–	–	–
Philippine Islands	–	–	–	–	–	–	180
United States of America:							
Northern Atlantic Ports	–	–	–	–	142	–	–
TOTAL Export of Foreign Copper from Liverpool	251	–	72	1	3,238	–	180

T I N.

TIN Imported into the United Kingdom in the Year ended 31 December 1863.

COUNTRIES FROM WHICH IMPORTED.	Tin.	Tin Ore, and Regulus.
	Tons.	*Tons.*
Hamburg	7	—
Holland	622	—
France—Ports without the Mediterranean	14	12
Spain—Ports without the Mediterranean	—	26
Italy, viz., Genoa	—	102
British India, viz. Singapore	1,884	6
Victoria	—	185
United States—Atlantic, Northern Ports	65	—
New Granada—Ports on the Atlantic	8	13
Chili	46	—
Bolivia	25	—
Peru	55	215
Other Parts	2	—
TOTAL IMPORT	2,728	559

TIN Exported from the United Kingdom in the Year ended 31 December 1863.

COUNTRIES TO WHICH EXPORTED.	TIN.		Tin Ore, and Regulus of Tin, (Foreign).
	British.	Foreign.	
	Tons.	*Tons.*	*Tons.*
Russia: Northern Ports	446	28	—
„ Southern Ports	54	—	—
Sweden	24	2	—
Norway	9	—	—
Denmark	7	—	—
Prussia	238	15	—
Hanover	68	10	—
Hamburg	87	—	—
Bremen	25	10	—
Holland	196	7	—
Belgium	27	7	—
France	1,303	705	4
Portugal, Azores, and Madeira	52	1	—
Spain and the Canaries	210	36	—
Gibraltar	11	—	—
Italy: Genoa	77	62	—
„ Tuscany	17	19	—
„ Ancona and the Romagna	11	—	—
„ Naples and Sicily	100	3	—
Austrian Territories:			
Venetia	7	—	—
Illyria, Croatia, and Dalmatia	50	36	—
Malta	6	—	—
Ionian Islands	12	1	—
Greece	16	—	—
Turkey	261	2	—
Wallachia and Moldavia	18	—	—
Syria and Palestine	37	—	—
Egypt	59	—	—
British Possessions in South Africa	5	—	—
Mauritius	10	—	—
British India	29	22	—
China and Hong Kong	9	12	—
Japan	1	63	—
Australia	57	—	—
British North America	48	—	—
British West India Islands and British Guiana	24	—	—
Foreign West Indies	16	—	—
United States:			
On the Atlantic, Northern Ports	715	92	—
On the Pacific	12	—	—
Brazil	43	—	—
States of the Argentine Confederation	8	—	—
Other Parts	10	2	—
TOTAL EXPORT	4,415	1,135	4

ZINC.

ZINC and ZINC ORE Imported into the UNITED KINGDOM in the Year ended 31 December 1863.

COUNTRIES FROM WHICH IMPORTED.	Zinc or Spelter.	Ore of Zinc.	Oxide of Zinc.
Russia:	*Tons.*	*Tons.*	*Tons.*
Ports within the Baltic	99	60	—
Sweden:			
Ports within the Baltic	149	90	—
Prussia	14,375	9	—
Hamburg	10,595	—	—
Holland	3,530	-	189
Belgium	5,121	-	480
France:			
Ports without the Mediterranean	588	897	1
Spain:			
Ports within the Mediterranean	-	756	20
Victoria	83	—	—
United States: Atlantic, Northern Ports	-	22	1,375
Other Parts	32	—	—
TOTAL IMPORT	34,572	1,834	2,065

ZINC and ZINC ORE Exported from the UNITED KINGDOM in the Year ended 31 December 1863.

COUNTRIES TO WHICH EXPORTED.	ZINC or SPELTER.		Zinc Ore,	Oxide of Zinc,
	British.	Foreign.	British.	Foreign.
Russia:	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Southern Ports	16	2	—	—
Sweden	5	-	-	15
Denmark	10	-	-	17
Hamburg	-	48	-	35
Holland	6	—	—	—
Belgium	2	-	801	26
Channel Islands	23	2	—	—
France	46	751	—	—
Portugal, Azores, and Madeira	89	5	—	—
Spain and the Canaries	222	145	—	—
Gibraltar	17	40	—	—
Italy:				
Genoa	6	71	—	—
Naples and Sicily	61	49	—	—
Greece	20	—	—	—
Turkey	41	—	—	—
Syria and Palestine	7	—	—	—
Egypt	47	—	—	—
West Coast of Africa	17	—	—	—
British Possessions in South Africa	70	—	—	—
Mauritius	12	—	—	—
Aden	20	—	—	—
British India:				
Continental Territories	2,677	1,433	—	—
Singapore	305	84	—	—
Ceylon	19	7	—	—
Java	44	-	-	24
Philippine Islands	307	37	—	—
China and Hong Kong	75	522	—	—
Japan	174	92	—	—
Australia	625	38	—	—
British North-America	103	74	—	—
British West India Islands, and British Guiana	30	3	—	—
Foreign West Indies	20	—	—	—
United States:				
On the Atlantic, Northern Ports	56	880	-	49
On the Pacific	41	—	—	—
Mexico	21	—	—	—
Peru	7	—	—	—
Chili	23	—	—	—
Brazil	9	—	—	—
States of the Argentine Confederation	7	—	—	—
Other Parts	27	2	-	3
TOTAL EXPORT	5,307	4,285	801	169

LEAD AND LEAD ORE.

LEAD and LEAD ORE Imported into the United Kingdom in the Year ended 31 December 1863.

PORTS INTO WHICH IMPORTED.	Year ended 31 December 1863.			
	Lead, Pig and Sheet.	Lead Ore.	Lead, Red.	Lead, White.
	Tons.	*Tons.*	*Tons.*	*Tons.*
London	13,733	319	31	13
Liverpool	1,234	120	—	1
Bristol	559	2	—	—
Goole	—	—	—	5
Newcastle	11,849	311	—	—
Shields	88	—	—	—
Swansea	80	123	—	—
Leith	396	—	—	10
Dundee	52	—	—	—
Glasgow	471	—	—	—
Dublin	14	—	—	—
Belfast	80	—	—	—
Other Ports	48	3	—	2
TOTAL IMPORT	28,604	878	31	31
COUNTRIES FROM WHICH IMPORTED:				
Sweden:				
Ports without the Baltic	126	—	—	—
Hanover	381	—	—	—
Hamburg	148	—	—	—
Holland	1,573	8	31	11
Belgium	1,512	—	—	13
Portugal	—	103	—	2
Spain:				
Ports without the Mediterranean	7,365	8	—	—
Ports within the Mediterranean	15,982	50	—	—
Gibraltar	1,128	—	—	—
Italy:				
Genoa	99	11	—	—
Sardinia	—	311	—	—
Naples	—	18	—	—
Sicily	—	36	—	—
South Australia	24	85	—	1
Victoria	4	216	—	—
New South Wales	—	9	—	—
Mexico:				
Ports on the Atlantic	198	—	—	—
Central America:				
Ports on the Pacific	47	—	—	—
Other Parts	17	23	—	4
TOTAL IMPORT	28,604	878	31	31

LEAD and LEAD ORE EXPORTED from the UNITED KINGDOM in the Year ended 31 December 1863.

PORTS from which EXPORTED.	Lead Ore.	Pig.	Rolled and Sheet.	Piping.	Shot.	Litharge.	Red Lead.	White Lead.
BRITISH LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	1	20,540	2,893	933	1,079	197	1,254	1,882
Liverpool	272	3,496	1,003	782	1,093	32	339	401
Bristol	–	26	5	–	24	–	1	8
Cardiff	–	–	–	–	–	–	3	11
Goole	–	49	—	—	—	—	—	—
Grimsby	–	10	–	–	1	—	—	—
Hull	–	815	341	19	22	18	141	67
Llanelly	–	432	—	—	—	—	—	—
Newcastle	1	1,020	322	254	95	320	942	474
Newhaven	–	–	11	2	1	7	5	11
Poole	–	1	–	–	11	–	–	1
Shields	–	–	–	2	–	9	–	7
Southampton	–	2	13	32	1	–	–	7
Sunderland	–	10	–	1	30	–	–	1
Swansea	–	–	6	–	–	–	1	1
Weymouth	–	–	2	15	2	—	—	—
Other Ports of England	–	2	1	1	3	–	4	—
Leith	–	52	2	29	–	–	2	3
Glasgow	1	177	118	72	42	–	12	35
Greenock	–	4	7	–	21	–	–	1
Dundee	–	40	—	—	—	—	—	—
Grangemouth	–	2	1	—	—	—	—	—
Dublin	–	80	–	2	—	—	—	—
TOTAL Export of British Lead	275	26,758	4,725	2,144	2,425	583	2,704	2,910
COUNTRIES TO WHICH EXPORTED.								
Russia:								
Northern Ports	–	2,041	616	25	1	99	125	109
Southern Ports	–	8	46	1	9	5	67	57
Sweden	–	54	17	21	1	3	29	41
Norway	1	111	28	4	41	10	31	60
Denmark	–	51	35	13	28	18	62	143
Prussia	–	21	13	2	5	6	15	6
Hamburg	–	34	202	225	25	58	136	22
Holland	–	117	4	14	12	11	89	—
Belgium	–	33	–	–	3	13	164	37
Channel Islands	–	2	28	42	11	–	–	67
France	98	788	7	3	1	113	113	9
Portugal, Azores, and Madeira	–	28	154	4	28	27	68	227
Spain and the Canaries	–	1	4	19	–	13	105	53
Gibraltar	–	–	14	7	4	1	6	22
Italy:								
Genoa	–	–	10	3	1	35	116	5
Tuscany	–	35	1	–	2	5	46	—
Naples and Sicily	–	2	7	5	–	4	58	2
Austrian Territories:								
Venetia	–	6	18	–	–	1	27	—
Illyria, Croatia, and Dalmatia	–	8	3	–	–	66	241	—
Turkey	–	351	11	113	1	9	15	26
Egypt	84	26	–	2	–	3	23	3
West Coast of Africa	–	61	5	–	44	–	–	4
British Possessions in South Africa	–	147	113	70	60	1	15	48
Mauritius	–	–	143	55	14	–	14	12
British India:								
Continental Territories	66	1,901	730	458	367	–	656	299
Singapore	–	1,664	123	4	1	–	4	16
Ceylon	–	54	15	2	74	—	—	—
Java	–	15	20	1	19	–	7	—
Philippine Islands	–	10	15	–	–	–	–	3
China and Hong Kong	–	14,152	392	17	19	–	33	37
Japan	–	783	71	—	—	—	—	—
Australia	–	606	1,127	241	408	1	67	597
British North America	3	198	278	175	517	10	49	294
British West India Islands, and British Guiana.	–	786	87	45	77	–	4	62
Foreigh West Indies	–	11	19	20	42	1	17	19
United States on the Atlantic, Northern Ports	–	2,376	28	–	5	10	143	52
New Granada	–	46	8	–	30	–	1	5
Peru	–	3	26	19	11	–	4	3
Chili	–	65	66	3	92	1	7	10
Brazil	–	88	140	378	261	29	101	345
Uruguay	–	5	8	12	78	–	2	37
States of the Argentine Confederation	–	11	43	60	73	1	6	120
Other Parts	23	59	50	81	60	29	38	56
TOTAL Export of British Lead	275	26,758	4,725	2,144	2,425	583	2,704	2,910

LEAD and LEAD ORE Exported from the United Kingdom—*continued.*

PORTS FROM WHICH EXPORTED.	Lead, Pig or Sheet.	Lead Ore.	Lead, Red.	Lead, White.	Litharge.
FOREIGN LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	411	–	38	5	1
Liverpool	233	–	–	1	—
TOTAL Export of Foreign Lead	644	–	38	6	1
COUNTRIES TO WHICH EXPORTED.					
Russia:					
Northern Ports	100	—	—	—	—
Lubeck	–	–	–	–	1
France	50	—	—	—	—
Spain	–	–	–	3	—
Gibraltar	–	–	1	2	—
British India:					
Continental Territories	2	–	36	—	—
Ceylon	5	—	—	—	—
China and Hong Kong	213	—	—	—	—
Australia	40	—	—	—	—
United States of America:					
Northern Atlantic Ports	233	—	—	—	—
Other Countries	1	–	1	1	—
TOTAL Export of Foreign Lead	644	–	38	6	1

Office of the Inspector General of Imports and Exports, Custom House, London, 29 April 1864.

John A. Messenger.

COPPER, &c.

RETURN of all EXPORTS and IMPORTS of COPPER and COPPER ORE and REGULUS, TIN and TIN ORE, LEAD and LEAD ORE, SPELTER and ZINC, for Twelve Months, ending the 31st day of December 1863 (in continuation of Parliamentary Paper, No. 426, of Session 1863).

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed,*
2 *May* 1864.

Under 3 *oz.*

DECIMAL SYSTEM OF MEASURES, &c.

RETURN to an Order of the Honourable The House of Commons, dated 2 May 1864;—*for*,

COPY "of a LETTER to the Lords of the Treasury, in reply to, 1. The REPORT of Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; 2. NOTES by the Astronomer Royal: by *James Yates*, Esq., M.A., F.R.S., Vice-President of the International Association for obtaining a UNIFORM DECIMAL SYSTEM of MEASURES, WEIGHTS, and COINS."

Treasury Chambers, 3 May 1864. F. PEEL.

To the Lords of the Treasury.

Lauderdale House, Highgate, 27 April 1864.

My Lords,

AT the request of the Council of the International Association for obtaining a Uniform Decimal System of Measures, Weights, and Coins, I beg to submit to your Lordships the following observations on certain parts of the Report of Mr. Chisholm, and of the Notes of the Astronomer Royal, which relate to the aims and proceedings of the Association.

I am, &c.
(signed) *James Yates.*

OBSERVATIONS on the REPORT of Mr. *Chisholm*, and the NOTES of the Astronomer Royal: printed by Order of the House of Commons, 11 March 1864.

I.—REPORT of Mr. *Chisholm.*

MR. CHISHOLM (p. 36, 37) advances two objections to the Bill for legalising the metric system in the British Dominions. The first appears to be founded on a misapprehension of facts; the second is a truism, but of no weight in the argument.

I. "From the earliest times," says Mr. Chisholm, "the object of our laws, and of the several Commissions and Committees appointed to consider the subject, has been to create and enforce uniformity of our weights and measures. This object has never yet been attained. The Committee (*i.e.*, the Committee of the House of Commons, 1862) enumerate 10 distinct systems now used in this kingdom, besides various other diversities of weights and measures, leading to 'mazes of numerical confusion.' It certainly does seem that, to superadd to this complicated number of systems, a new system of weights and measures, based on new primary units, and not capable of easy or exact comparison with those of the present system, would greatly tend to increase and make more complicated the confusion which already exists, however desirable the metric system may be in itself, and from its facilitating transactions with other countries where it has been adopted." It is here assumed that, according to the statement of Mr. Ewart's Committee, 10 distinct systems are now used in this kingdom, not including the metric system, which would make 11. It may be useful to take under review the following facts.

On 19th March 1859 a deputation from the International Association waited on the Chancellor of the Exchequer (Mr. D'Israeli), for the purpose of urging objections to the plan of a decimal series of weights, based on the pound avoir-

dupois, which had been recently laid before him, and introduced into the House of Commons. The memorial presented on this occasion opens with the following statement:—

"Putting out of view all merely local customs, there are already 11 systems of weights, which are well known and extensively used in the British Islands, and which are sanctioned either by Act of Parliament, or by the authority of classes of persons, and of individuals of high repute. They are—

1. Decimal grains, used for scientific purposes: Nos. 1, 2, 3, 4, 5 $\left\{\begin{matrix}\times 10.\\ \div 10.\end{matrix}\right\}$
2. Troy weight, settled by 5 Geo. IV., c. 74, and 18 & 19 Vict. c. 72.
3. Troy ounce, with decimal multiples and divisions, by 16 & 17 Vict. c. 29; called bullion weights.
4. Bankers' weights, to weigh 10, 20, 30, 50, 100, 200 sovereigns.
5. Apothecaries' weight.
6. Weights for diamonds and pearls, including carats.
7. Avoirdupois weight, settled by 5 Geo. IV., c. 74, and 18 & 19 Vict. c. 72.
8. Weights for hay and straw.
9. Wool weight, using as factors 2, 3, 7, 13, and their multiples.
10. Weight for coal (decimal) settled by 1 & 2 Will. IV., c. 76, and 8 & 9 Vict. c. 101: Nos. 1, ·5, ·2, ·1, ·05, ·025.
11. Weights of the metrical system.

This statement was delivered to Mr. Ewart's Committee by Mr. Frank Fellows, one of the witnesses (Report 222), and from him the Committee took it in drawing up their Report. But the statement was modified by setting down the metric system in a separate sentence, instead of simply making it the eleventh in the series. Hereupon Mr. Chisholm misunderstands the statement, both by supposing it to refer to measures of all kinds as well as to weights, and also by supposing that it did not include the weights of the metric system. On the contrary, the original statement, having regard to weights only, asserted that 11 systems were in use, one of them being the metric system, consisting of the weights called grain weights. It is manifest, therefore, that the Bill for legalizing the metric system will not add to the present confusion. On the contrary, it will inevitably correct and simplify it. The system which is first in the series, "decimal grains," will give way at once; it is only used in chemistry, and because it is decimal. Most of our scientific chemists already use the grain in preference, and the decimalized grain would never have been invented, if the grain had been at hand. The same remarks apply to "apothecaries' weight," No. 5 in the list. The Medical Council, which lately published "The British Pharmacopœia," would have adopted the grain weights, if they had been legal; but they were obliged, by the Medical Act, to conform to the system, which alone was already in force.

The object of uniformity, which has been the aim of all the Commissions and Committees, says Mr. Chisholm, "has never yet been attained." Why? Because all legislation hitherto has been mere tinkering. It assumed that everything had been done for the best, with a very few exceptions of little consequence; and the final recommendation (*Commission for Restoring Standards*, 1841) was, "that no change be made in the values of the primary units of the weights and measures of this kingdom, or in the meaning of the names by which they are commonly denoted." The general agreement of opinion among our legislators is the less wonderful, when it is considered that during the reigns of George III. and IV. the various Commissions and Committees consisted in the main of the same individuals. We owe the present Weights and Measures Act to two gentlemen, more especially Sir George Clerk and Mr. Davies Gilbert, who were Members during the same period of the successive Royal Commissions, the Committees of the House of Commons, and the Committees of the Royal Society. Cautious in everything, they carried their conservatism to an extreme in the matter of weights and measures; they did not dare to touch the old machinery. A manufacturer of Lancashire or Yorkshire would proceed differently. If he wanted a mill for making any kind of cloth, and had a building already raised but filled with old machines, the parts of which were throughout ill-adjusted, instead of attempting repairs he would clear out the whole; and, having one motive power, would make all his shafts, wheels, and spindles revolve in subordination to it, and in harmony with one another. The contrary plan having been hitherto pursued by our legislators, the

the nation is still labouring under inconveniences from which other civilised countries have delivered themselves; but as the last Royal Commission wisely recommended that, before any fresh legislation, we should take a comprehensive survey of the whole question of Measures, Weights, and Coins, which has been done for the first time by Mr. Ewart's Committee, it may be hoped that his Bill, founded on the recommendations of that Committee, will pass into a law, and gradually extinguish the existing confusion. The present proposal is by safe and careful steps to substitute one uniform system, which has been tried by many great nations, all bearing their testimony in its favour, for an aggregate of ill-constructed and discordant systems, which are only retained because it is difficult to abandon bad habits.

II. We are thus brought to Mr. Chisholm's second objection, that "The expediency of sanctioning the addition of the metric system to our present system *appears doubtful*." The expediency of every improvement is doubtful until it has taken effect. The existing law of weights and measures was more than three years in passing through Parliament. It was introduced by the before-mentioned Commissioners, Sir G. Clerk and Mr. Gilbert, in 1822, again in 1823, and again in 1824, and it received the Royal assent in June 1824. It cannot be expected that the present measure, intended to introduce a complete reform, should advance with greater rapidity. But every appearance is encouraging. It has twice been sanctioned by the House of Commons, and with increasing majorities. The progress of the system in popularity is only impeded by the inevitable difficulty of presenting it for the acceptance of the whole population. During the last eight years it has been taught with success in British schools, and is eagerly demanded by many of those who long to be relieved from the present intricate, perplexing, and disgusting methods. It has been brought under the consideration of the British public by means of lectures, discussions, and the circulation of books and tracts, and the expression of opinion has been generally in its favour. It is everywhere supported by the intelligent and active-minded portion of the community, and this is the class by which every improvement is introduced and carried into operation. The Chambers of Commerce have spoken distinctly for trade, and the British Association for the Advancement of Science has declared itself in the addresses of its Presidents, Professor Owen at Aberdeen, and Sir William Armstrong at Newcastle, as well as by the decision of the Committee nominated at the latter town to consider the question. Among the sciences in which the metric system has been more especially made available in this country, may be mentioned the following: Chemistry, Physics, Mechanics and Engineering, Statistics, and various branches of Natural History. Within the abovenamed period of eight years, the following authors have introduced the metric system into their books on Arithmetic, which are among those most extensively used in schools:—Messrs. Galbraith and Haughton of Dublin, Cornwell and Fitch of London, the Rev. F. Calder of Chesterfield, the Rev. Barnard Smith of Cambridge, Mr. Henry G. C. Smith of Edinburgh, and Mr. William Birkin of Derby. The Messrs. Johnston of Edinburgh have just published a large and beautiful Synoptic Table, resembling those used in France and the other metricised countries, adapted for display in schools, lecture-rooms, and other institutions, and accompanied by a descriptive handbook. Mr. Dowling, the civil engineer, who constructed this fine-coloured diagram, has in the press a complete series of Tables for converting English weights and measures into the metric, and the reverse. Other articles, already prepared, are the Centiare, or square metre of slate; the Cubic Decimetre; metres of various kinds; the Land Chain of 100 links, and the Measuring Tape of the same length. Messrs. Tyler and Sons, eminent brass-founders, noted in this department, have provided themselves with a complete set of standard metric measures and weights. In short, the materials are at hand for teaching and applying the system. The intelligent portion of all classes of the people call for its adoption; patriots and philanthropists, men of enlarged views and generous sentiments, are grieved and ashamed that, in a matter of so great importance in its commercial, social, scientific, and educational aspects, England should lag behind all other civilized countries, contented to recline in idleness by the side of Turkey and Moldo-Wallachia. What Playfair said nearly 60 years ago is now more than ever true, "*It requires nothing but for the Legislature to say,* IT SHALL BE DONE!"

II.—"Notes by *George Biddell Airy*, Astronomer Royal."

These observations are, to a considerable extent, the same as those in the Report of the Commissioners for the Restoration of the Standards (A.D. 1841), of whom Mr. Airy was chairman (p. 10, vi.), and in his evidence given before the Committee of the House of Commons on Weights and Measures (A.D. 1862) of which Mr. Wm. Ewart was chairman.

I. Mr. Airy advises (p. 48) that the Government should take the following steps to introduce any new measure or weight:—

"6. Material representations of the new measure, &c., or of the principal "members of a new system of measures, &c., must be presented to the notice "of the people in such numbers that familiarity with the thing would be "unavoidable."

"7. The new names also must be introduced in a great many documents. "which, in ordinary life, are read by a great many people."

This method is uniformly pursued in the metricised countries, in England scarcely ever; the only known exceptions being the exhibition of the yard, the metre, and one or two other units of linear measure at the National Gallery in Trafalgar-square, and of a yard on the wall of the Royal Observatory at Greenwich. The metric system offers the greatest possible facilities for the adoption of these recommendations, as will appear from a glance at the Synoptic Table above-mentioned. It would be impossible to display the English weights and measures in the same clear, simple, and compendious manner. The foregoing observations in reply to Mr. Chisholm show that, if Mr. Ewart's Bill shall pass, immediate steps will be taken in the direction recommended by the Astronomer Royal.

II. Mr. Airy "entirely discourages any assimilation of British to Foreign weights and measures." (Sect. 15.) So do we. We recommend the safe and gradual extension of an entirely different method, at first in addition to the other methods now used in England, but so as gradually to supplant and supersede them. The attempt at assimilation would only create confusion. The established English names might, however, be retained, at the option of the people, in cases where the difference is scarcely perceptible between the French and English quantities,—as in the *Double Decametre*, or chain of 20 metres, differing from the English chain by about $\frac{1}{200}$th part. But the systematic names ought to be taught and explained in schools, and this could be done without difficulty.

III. Mr. Airy (Sect. 16–24) supposes the nation to consist of two classes of persons—those whose daily business makes it necessary for them to convert British weights and measures into Foreign, or *vice versâ*, and those who use British weights and measures only. He supposes the former class to be to the latter as *one* to *ten thousand*. It is unnecessary to enter upon the question whether this comparison is correct. The great question is, Why should the ten thousand be condemned to the daily-recurring toil, the liability to error, the exposure to fraud, and the dreadful loss of time in education, which attend upon the present deplorable methods of computation? The proposed change would certainly require an effort. It would, at first, be attended with some inconvenience, and the purchase of new weights and measures would require some expenditure of money. Also to old persons, the change of their habits would be so difficult that time ought to be allowed before the system is made compulsory. But these difficulties have been surmounted by other countries, and there is no good reason why we should not follow their example.

IV. Decimal Scale. (Sect. 25–55).—The Astronomer Royal mentions some important operations, in which the decimal scale is already used in this country, and to which he does not object. These are land-surveying, the purchase of bullion, and the calculation of duties at the Custom House. Further, he approves of the application of the decimal scale universally in ascending to all multiples above the unit. But what havoc would this make with the English tables of weights and measures! By the law of England (5 Geo. IV., c. 74, and

18 & 19 Vict., c. 72), the units of measures of extension and capacity are the yard and the gallon, and the unit of weight is the pound avoirdupois. Hence, in order to decimalize in going upwards, it would be necessary to abolish, in long measure, the fathom, the pole, the chain, the furlong, the mile, and the league; in liquid and dry measure, all measures greater than the gallon; and in weights, all above the pound.

Nor would the *divisions* of our units be exempt from disturbance. Mr. Airy proposes that, while the multiples are decimal, the divisions should be binary. This would allow liquid measure and dry measure to remain as they are, below the gallon. The divisions of the yard might remain in cloth measure, and the pound avoirdupois might still be 16 ounces, and the ounce 16 drams; because 16 is the fourth power of two, and Mr. Airy appears to consider the binary principle as preserved, not only by the use of two as a factor, but also by the use of any power of two. But neither troy weight nor apothecaries' weight could remain as they are, because they use 12 ounces to the pound, or in other ways admit of the use of three as well as five. The divisions of long measure, solid measure, and land measure must be altogether abandoned. In short, Mr. Airy's proposal would require changes so extensive that the adoption of the metric system would scarcely occasion more trouble or expense, nor a more violent change in popular habits and ideas. Hence, probably, arose his final determination (Sect. 68) "to leave the weights and measures undisturbed."

Mr. Airy (Sect. 56–61) lays great stress on the general tendency to what Lord Overstone has called "continual halving." When any object or any quantity is to be divided, the most easy, the most obvious, and, probably, the most useful division is into halves. This naturally leads to the division into quarters, and to further bisection, unless something interferes to prevent it; hence the binary division prevails to a great extent in weights and measures. But it is not adapted to computation except to a small extent, and it has been generally abandoned as soon as an arithmetical operation was necessary.

Mr. Airy seems to admit (Sect. 25) that, when it is required to set down quantities of anything in long columns, the decimal scale is useful, and on this account he would encourage the use of it in money calculations. He does not seem to be aware that long columns are often required in weights and measures as well as in money. This occurs in the case of invoices of goods imported or delivered, either by a manufacturing firm or a wholesale tradesman. A man who keeps a shop or a warehouse for his goods has occasion to take stock; frequently his accounts contain considerable columns of weights and measures, which, though not so long as his columns of money, would admit of much greater facility in calculation by being arranged and computed decimally.

If we endeavour to ascertain what has been the practice of mankind, we do not find that binary division has been so common in weights and measures as Mr. Airy asserts. The result of an extensive examination of the subject is, that the systems of all countries may, for the most part, be reduced to three:—

1st. The decimal, in which 2 and 5 are the prime numbers employed as factors. This method has been followed out for more than 2,000 years in the vast empire of China, in measures, weights, and coins. The lowest weight (the *how*) is about the third part of a milligram, sufficiently small to weigh a particle of dust. It is accurately multiplied by 10, 100, 1,000, and so on, up to the highest imaginable quantities. A set of these weights is to be seen in the South Kensington Museum. Japan has a similar system; and considering the great extent to which the metric system now prevails in Europe and South America, it may be safely assumed that decimal weights and measures, both as regards multiples and divisions, are more extensively used throughout the world than any others.

2dly. The duodecimal, in which 2 and 3 are the prime numbers employed as factors. This method is of great antiquity, and has been used to a great extent. It shows itself in the *inch* or *ounce* (in Latin *uncia*), which is the twelfth part of the unit—*i. e.*, of the foot in the one case, and of the pound in the other. It is conspicuous in many parts of Germany, where 12 lines make an inch, 12 inches a foot, 12 feet a rod, and 12 ounces a pound.

3dly. The binary, in which 2 is the only prime used as a factor. This method is found to a much less extent than might have been expected. It appears to be nowhere completely followed out except in the Kingdom of Siam, where every weight and coin is the double of that below it. It is, however, traceable in the whole Spanish system, and is found mingled with the decimal and duodecimal in the methods of various other countries. The case of our liquid and dry measure is one of the most remarkable instances of binary division. On the whole, the British weights and measures are extremely complicated: instead of using 2 only as their foundation, which would make them binary, or 2 and 3, which would make them duodecimal, or 2 and 5, which would make them decimal, they are based on no less than seven prime numbers—viz., 2, 3, 5, 7, 11, 13, and 126·229. The English method thus becomes excessively complicated, inconvenient, and difficult to comprehend.

V. It is gratifying to find that the Astronomer Royal, although he dissents from the International Association in preferring binary to decimal division, does not object to their endeavour to obtain a law for rendering the metric system legal in Great Britain and its Dependencies; he would leave it to work its way spontaneously wherever it is convenient. He wishes the Legislature to give a free licence for its adoption, but not to make any compulsory change. (*See* his evidence before Mr. W. Ewart's Committee, 1963, 1992, 1997, 1998, 2021, 2054, 2055.)

COPY of a LETTER to the Lords of the Treasury, in reply to, 1. The REPORT of MR. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; 2. NOTES by the Astronomer Royal: by *James Yates*, Esq., M.A., F.R.S., Vice-President of the International Association for obtaining a UNIFORM DECIMAL SYSTEM of MEASURES, WEIGHTS, and COINS.

(*Mr. William Ewart.*)

Ordered, by The House of Commons, *to be Printed*,
4 *May* 1864.

DECIMAL SYSTEM OF MEASURES, &c.

FURTHER RETURN to an Order of the Honourable The House of Commons, dated 2 May 1864 ;—*for*,

COPY "of a LETTER to the Lords of the Treasury, in reply to, 1. The REPORT of Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; 2. NOTES by the Astronomer Royal: by *James Yates*, Esq., M.A., F.R.S., Vice President of the International Association for obtaining a UNIFORM DECIMAL SYSTEM of MEASURES, WEIGHTS, and COINS."

Treasury Chambers,
7 June 1864.

F. PEEL.

FURTHER RETURN on Mr. *Yates*'s Letter (Parliamentary Paper, 265), in Reply to, 1. The REPORT of Mr. *Chisholm* ; 2. The NOTES of the Astronomer Royal.

1.—TYPOGRAPHICAL ERRORS in Mr. *Yates*'s Reply to the Report of Mr. *Chisholm* :

Page 2, lines 28, 33, 34, 36, *for* "grain," *read* "gramme."
,, line 50, *for* "gentlemen, more especially," *read* "gentlemen more especially."
,, lines 51, 52, *for* "Committees," *read* "Committee."

2.—CORRESPONDENCE relative to Mr. *Yates*'s Observations on the Notes of the Astronomer Royal (Return, p. 4—6).

(A.)

G. B. Airy, Esq., Astronomer Royal, on receiving the Parliamentary Paper, No. 265, to *James Yates*, Esq.

Royal Observatory, Greenwich, S.E.,
14 May 1864.

Dear Sir,

I AM much obliged for the copy of your Parliamentary Paper, and also for the copy of your List of Coins, which I had seen before (I believe by your kindness).

But I think it necessary to write immediately, to beg your correction of the very remarkable error regarding myself. I must have written very strangely indeed to have made my meaning so totally misunderstood. I will refer to a few of the passages in which I am so exceedingly misrepresented.

Page 4, line 4 from bottom. "He approves of the decimal scale universally in ascending to multiples, &c.; but what havoc would this make, &c."

Page 5, line 3. "Hence, in order to decimalize in going upwards, it would be necessary to abolish," &c. (instances given by you).

Page 5, line 8. "Mr. Airy proposes that, while the multiples are decimal, the divisions should be binary."

Page 5, line 18. "Mr. Airy's proposal."

All this is most purely imaginary.

Do me the kindness to read my Notes again, and you will see that I have not "approved," or "proposed" anything whatever. I have never proposed that the multiples should be decimal. I have never proposed that the divisions should be binary. I have never proposed (in my Notes) anything whatever, except to leave things alone, in which case there would be scarcely any decimal multiples.

I have said (Note 56) what is "the practice of mankind." And in Note 58, I have expressly said, "These subdivisions are taken without any regard to their coincidence or non-coincidence with inferior measures."

If a philosopher describes the length of the mètre as 39·37079 inches, he adopts the unit as standard, does not convert the 39 into feet and inches, and so reads the number. And if a carpenter reads the same, he calls it "thirty-nine inches and three-eighths;" he adopts the inch as standard, and does not convert 39 inches into feet and inches, but expresses it by decimal scale as thirty-nine. And this is the way in which, as far as I can see, every measure is in practice expressed. An engineer, for instance, has told me that the diameter of a cylinder is "seventy-nine inches and a half," not using the equivalent in feet and inches, but using a decimal-scale expression for the number of inches, the inch being his standard.

I rely on you for making public the correction of the error regarding my published opinions and proposals.

I am, &c.
(signed) *G. B. Airy.*

(B.)

James Yates, Esq., to *G. B. Airy*, Esq., Astronomer Royal.

Lauderdale House, Highgate, N.,
Dear Sir, 16 May 1864.

I THANK you very sincerely for the frankness and explicitness of your communication.

I have already sent a letter to the Printer to the House of Commons, requesting him not to print or circulate any more copies of my "Letter to the Lords of the Treasury," until further instructions. I have also again read with great attention your "Notes," and conclude, that in using the terms "approves" and proposes," I intended, without quoting your very words, to express what appeared to me to be the sense clearly implied in them. In writing that letter, I referred to your evidence before the Committee of the House of Commons, in which you refer to these "Notes" (Qu. 1969. 1973.); I thought that the paper of "Notes," and your evidence before the Committee, ought to be taken together, the one being regarded as a commentary upon the other. For example, I take the following Questions and Answers as parallel to Nos. 56-61, in your "Notes.":

"2009. *Chairman.*] What do you think with regard to the general practice "respecting the selection of the scale of multiples and divisors?—I think the "testimony of practice is without variation; namely, that in the different applica-"tion of weights or measures something is adopted by the mind as a unit, and "that unit is multiplied, and then its multiples are expressed by decimal mul-"tiples; but the subdivision is not expressed by decimals, but by halves and "quarters."

"2010. Do you extend that observation generally to different trades and "callings?—I think, on examination, it will be found to apply to everything. "The largest measure, in practice, people have to use is the league, and they "divide that by halves and quarters. Next to that is the mile, and in common "practice people divide that by halves and quarters down to the furlong. It "is very rare that the reference to the number of yards comes into play. "Then, in like manner, the fathom, which is merely used for sounding, is so "divided. The yard is also so divided, down to the nail. The inch is so sub-"divided, and so it is with weights."

On reviewing the matter, I really cannot see that I did you much injustice. However, every man is the best judge of his own meaning, and, therefore, I shall

shall endeavour without delay to adopt some method of appending this correspondence to my "Letter to the Lords of the Treasury."

I remain, &c.
(signed) *James Yates.*

P.S.—Before publishing the above, I think it desirable to submit it to Mr. Wm. Ewart, and to the Council of the International Decimal Association, on whose behalf the "Letter to the Treasury" was written. If you wish to substitute any other statement of your views in place of the preceding, I see no difficulty in inserting it.

(C.)

G. B. Airy, Esq., to *James Yates*, Esq.

Royal Observatory, Greenwich, S.E.,
17 May 1864.

Dear Sir,

I SHALL not readily forget the fairness and courtesy of your letter of the 16th. I will now endeavour to explain my meaning, which seems to have been most oddly misunderstood.

You have correctly quoted the passages of my evidence which correctly represent my views, and I will take one for comment:—

"Something is adopted by the mind as a unit, and that unit is multiplied, and then its multiples are expressed by decimal multiples."

FIRST. You will observe that I do not *approve*, *propose*, or *recommend*, anything. I speak as witness to a matter of fact.

SECOND. You will remark that I do not speak of any *decimal scale of denominations* (indeed, in speaking to a fact, I could not, because no such thing exists in Britain). I speak of decimal multiples as expressed in ordinary numeration (shall I call it Arabic numeration), which proceeds by decimal scale.

Instance 1. I speak of a 42-inch telescope with $3\frac{3}{4}$ inch aperture. No optician, since telescopes began, ever expressed that 42 inches as "3 feet 6 inches," or as "one yard 6 inches;" he takes the inch as his unit, and calls it "forty-two inches." Neither does he call it "four of an [innominate] upper decimal denomination and two inches," as I understand you to attribute to me.

Instance 2. I see in the newspaper an advertisement of a frontage of 75 feet. The surveyor does not call it "25 yards," or "a chain and 9 feet;" he has, for frontages, adopted the foot as his unit, and he calls it "seventy-five feet." Neither he nor I should call it "seven of an [innominate] upper decimal denomination and five feet."

Instance 3. In a series of rifle experiments the distance of 1,200 yards is mentioned. The recorder does not speak of "five furlongs, four chains, and twelve yards:" the yard is his unit, and he describes the distance in decimal numeration as "one thousand two hundred yards," or "twelve hundred yards." But he does not allude to one thousand yards, or one hundred yards, as matter for special denomination; neither do I.

I hope that I have now made my meaning understood; and if so I think you will see how marvellously it is misrepresented in the printed letter.

I think that, on consideration of instances like those which I have cited (which are the correct type of ordinary modes of expressing measures of every kind), you will find that nearly all the supposed inconvenience of our existing scales is without foundation.

I shall be glad if you think this sufficiently important to be placed before Mr. Ewart. And, if any amplification of my views (as expressed in my Notes and my Evidence) is made, I would request that it may be done in conformity with the explanations which I have now given.

I am, &c.
(signed) *G. B. Airy.*

FURTHER RETURN.

COPY of a LETTER to the Lords of the Treasury, in reply to, 1. The REPORT of Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; 2. NOTES by the Astronomer Royal: by *James Yates*, Esq., M.A., F.R.S., Vice-President of the International Association for obtaining a UNIFORM DECIMAL SYSTEM of MEASURES, WEIGHTS, and COINS.

(*Mr. William Ewart.*)

Ordered, by The House of Commons, *to be Printed,*
17 *June* 1864.

265—I.

Under 1 *oz.*

EXPORTS AND IMPORTS.

RETURN to an Order of the Honourable The House of Commons, dated 11 March 1864;—*for*,

A RETURN "showing the Official and the Real Value of the EXPORTS from, and also the Official, and, so far as it can be given, the Real Value of the IMPORTS into *Great Britain*, for each Year in the several Quinquennial Periods, ending with the Years 1845, 1850, 1855, and 1860; and in the Triennial Period, ending with the Year 1863:"

"And, similar RETURN for *Ireland*."

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*,
13 *May* 1864.

RETURN showing the Official and the Real Value of the EXPORTS from, and also the Official, and, so far as it can be given, the Real Value of the IMPORTS into *Great Britain*, for each Year in the several Quinquennial Periods, ending with the Years 1845, 1850, 1855, and 1860; and in the Triennial Period, ending with the Year 1863: and, Similar RETURN for *Ireland*.

VALUE of the IMPORT and EXPORT TRADE of *Great Britain* with Foreign Countries and British Possessions Abroad.

YEARS.	OFFICIAL VALUE.				REAL VALUE.			
	IMPORTS.	EXPORTS.			IMPORTS. (Computed Real Value.)	EXPORTS.		
		British and Irish Produce, and Manufactures.	Foreign and Colonial Merchandize.	TOTAL Exports.		British and Irish Produce, and Manufactures. (Declared Value.)	Foreign and Colonial Merchandize. (Computed Real Value.)	TOTAL Exports.
	£.	£.	£.	£.	£.	£.	£.	£.
1841	62,684,587	101,779,759	14,714,857	116,494,616	- -	51,217,658	—	—
1842	63,589,080	99,906,288	13,579,264	113,485,552	- -	47,012,645	—	—
1843	68,433,050	117,574,044	13,947,688	131,521,732	- -	51,933,316	—	—
1844	73,547,788	131,335,854	14,388,449	145,724,303	- -	58,316,280	—	—
1845	83,330,609	134,385,360	16,257,574	150,642,934	- -	59,837,660	—	—
Annual Average of the Quinquennial Period, 1841 to 1845	70,317,023	116,996,261	14,577,566	131,573,827	- -	53,663,512	—	—
1846	73,057,696	132,066,125	16,297,561	148,363,686	- -	57,554,986	—	—
1847	82,886,971	125,880,168	16,998,568	142,878,736	- -	58,610,156	—	—
1848	89,253,156	132,332,428	18,368,799	150,701,227	- -	52,615,547	—	—
1849	99,843,038	164,263,481	25,555,109	189,818,590	- -	63,319,937	—	—
1850	95,252,084	175,147,096	21,864,021	197,011,117	- -	71,111,370	—	—
Annual Average of the Quinquennial Period, 1846 to 1850	88,058,589	145,937,860	19,816,812	165,754,672	- -	60,640,599	—	—
1851	103,579,582	190,407,476	23,723,285	214,130,761	- -	74,213,427	—	—
1852	103,394,155	195,825,627	23,320,173	219,145,800	- -	77,780,591	—	—
1853	117,193,754	214,117,731	27,728,207	241,845,938	- -	98,709,688	—	—
1854	120,852,880	213,899,691	29,802,820	243,702,511	148,201,215	96,912,041	18,628,590	115,540,631
1855	113,761,705	226,691,844	31,489,949	258,181,793	139,286,967	95,346,429	20,996,194	116,342,623
Annual Average of the Quinquennial Period, 1851 to 1855	111,756,415	208,188,474	27,212,887	235,401,361	- -	88,592,435	—	—
1856	127,918,520	258,272,586	33,411,920	291,684,506	168,006,728	115,544,154	23,380,699	138,924,853
1857	432,053,027	255,122,789	30,741,018	285,863,807	182,917,904	121,769,396	24,059,226	145,828,622
1858	132,633,799	271,376,071	33,874,622	305,250,693	159,351,301	116,250,439	23,158,190	139,408,629
1859	140,229,754	296,835,557	37,196,009	334,031,566	173,852,915	129,946,308	25,255,869	155,202,177
1860	158,452,924	315,332,408	43,533,158	358,865,566	203,408,636	135,613,165	28,623,824	164,236,989
Annual Average of the Quinquennial Period, 1856 to 1860	138,257,605	279,387,882	35,751,345	315,139,227	177,507,497	123,824,692	24,895,562	148,720,254
1861	163,964,004	289,110,244	50,143,513	339,253,757	209,871,962	124,890,535	34,511,573	159,402,108
1862	152,813,458	240,378,006	50,948,435	291,326,441	217,773,030	123,789,261	42,166,996	165,956,257
1863	164,240,553	257,980,145	54,908,629	312,888,774	242,202,958	146,417,039	50,292,034	196,709,073
Annual Average of the Triennial Period, 1861 to 1863	160,339,338	262,489,465	52,000,192	314,489,657	223,282,650	131,698,945	42,323,534	174,022,479

VALUE of the IMPORT and EXPORT TRADE of *Ireland* with Foreign Countries and British Possessions Abroad.

YEARS.	OFFICIAL VALUE.				REAL VALUE.			
	IMPORTS.	EXPORTS.			IMPORTS. (Computed Real Value.)	EXPORTS.		
		British and Irish Produce and Manufactures.	Foreign and Colonial Merchandize.	Total Exports.		British and Irish Produce and Manufactures. (Declared Value.)	Foreign and Colonial Merchandise. (Computed Real Value.)	Total Exports.
	£.	£.	£.	£.	£.	£.	£.	£.
1841	1,693,375	399,755	8,516	408,271	-	416,965	—	—
1842	1,615,649	349,092	7,158	356,250	-	368,378	—	—
1843	1,660,303	302,615	8,600	311,215	-	346,393	—	—
1844	1,893,767	222,623	9,728	232,351	-	268,012	—	—
1845	1,951,349	213,224	21,744	234,968	-	273,422	—	—
Annual Average of the Quinquennial Period, 1841 to 1845	1,762,889	297,462	11,149	308,611	-	334,634	—	—
1846	2,896,179	246,769	4,958	251,727	-	240,890	—	—
1847	8,034,895	250,861	42,411	293,272	-	232,221	—	—
1848	4,293,978	286,726	8,087	294,813	-	233,899	—	—
1849	6,031,569	264,272	4,561	268,833	-	276,088	—	—
1850	5,208,349	290,002	10,191	300,193	-	256,515	—	—
Annual Average of the Quinquennial Period, 1846 to 1850	5,292,994	267,726	14,042	281,768	-	247,923	—	—
1851	7,099,543	250,838	6,331	257,169	-	235,295	—	—
1852	5,937,003	350,974	8,135	359,109	-	296,263	—	—
1853	5,905,559	209,721	5,330	215,051	-	224,093	—	—
1854	3,485,598	172,157	5,224	177,381	4,127,838	272,685	7,776	280,461
1855	3,523,176	228,418	4,442	232,860	4,255,883	341,656	7,021	348,677
Annual Average of the Quinquennial Period, 1851 to 1855	5,190,176	242,422	5,892	248,314	-	273,998	—	—
1856	4,019,243	233,067	11,804	244,871	4,537,426	282,794	12,706	295,500
1857	4,162,822	273,924	56,680	330,604	4,926,537	296,711	48,968	345,679
1858	5,525,345	288,278	13,266	301,544	5,232,531	358,317	15,833	374,150
1859	5,414,185	522,131	35,088	557,219	5,329,440	465,221	25,577	490,798
1860	6,283,533	378,677	4,353	383,020	7,122,237	278,062	6,300	284,362
Annual Average of the Quinquennial Period, 1856 to 1860	5,081,026	339,214	24,238	363,452	5,429,634	336,221	21,877	358,098
1861	7,248,545	244,942	14,649	259,591	7,613,062	212,279	18,111	230,390
1862	7,885,598	205,073	8,521	213,594	7,943,946	203,003	8,874	211,877
1863	7,673,299	218,406	6,225	224,631	6,777,984	185,303	8,495	193,798
Annual Average of the Triennial Period, 1861 to 1863	7,602,480	222,807	9,798	232,605	7,444,997	200,195	11,827	212,022

Note.—It is not possible to show the real value of the Imports or of the Exports of Foreign and Colonial Merchandize for any year prior to 1854; the arrangement now in force for the ascertainment of the actual average prices of all commodities imported and re-exported having been first brought to bear on the trade of that year.

Office of the Inspector General of Imports and Exports,
Custom House, London, 11 May 1864.

J. A. Messenger.

EXPORTS AND IMPORTS.

RETURN showing the Official and the Real Value of the EXPORTS from, and also the Official, and, so far as it can be given, the Real Value of the IMPORTS into *Great Britain*, for each Year in the several Quinquennial Periods, ending with the Years 1845, 1850, 1855, and 1860; and in the Triennial Period, ending with the Year 1863: and, similar RETURN for *Ireland*.

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*,
13 *May* 1864.

EXPORTS AND IMPORTS.

RETURN to an Order of the Honourable The House of Commons, dated 30 May 1864;—*for*,

A RETURN, "showing the Official and Real Value of the EXPORTS from, and also the Official, and, as far as it can be given, the Real Value of the IMPORTS into *Great Britain*, for each Year in the Triennial Periods ending the 5th day of January 1801, 1821, 1841, 1861, and 1864, respectively, and showing the proportion, in Seventeenths, of the Total Amount of IMPORTS and EXPORTS (after deducting Foreign and Colonial Merchandize re-exported) of *Great Britain*, to the Total Amount of the IMPORTS and EXPORTS (after making the like deductions) of *Ireland*, in each of these Periods:"

"And, Similar RETURN for *Ireland*."

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*,
22 *June* 1864.

VALUE of the IMPORT and EXPORT TRADE of *Great Britain* with all Parts of the World, including the Cross Channel Trade with *Ireland*.*

	OFFICIAL VALUE.				REAL VALUE.			
		EXPORTS.				EXPORTS.		
	IMPORTS.	British or Irish Produce and Manufactures.	Foreign and Colonial Merchandise.	TOTAL Exports.	IMPORTS.†	British or Irish Produce and Manufactures.	Foreign and Colonial Merchandise.†	TOTAL Exports.†
	£.	£.	£.	£.	£.	£.	£.	£.
Years ending 5 January 1799	27,857,889	19,672,503	10,617,526	30,290,029	- -	Not	—	—
" " 1800	26,837,432	24,084,213	9,556,144	33,640,357	- -	ascertained for	—	—
" " 1801	30,570,605	24,304,284	13,815,837	38,120,120	- -	these years.	—	—
Annual Average of the Triennial Period	28,421,975	22,687,000	11,329,835	34,016,835	—	—	—	—
Years ending 5 January 1819	40,135,952	44,564,044	12,287,275	56,851,319	- -	48,895,762	—	—
" " 1820	33,625,741	35,634,415	11,278,077	46,912,492	- -	37,943,163	—	—
" " 1821	36,517,262	40,240,278	11,490,339	51,730,617	- -	38,620,406	—	—
Annual Average of the Triennial Period	36,759,652	40,146,246	11,685,230	51,831,476	- -	41,819,777	—	—

* *Cross Channel Trade.*—The preceding Section of the Return, exhibiting the Imports and Exports of Great Britain inclusive of the trade with Ireland, is necessarily confined to the first and second of the triennial periods embraced by the Order of the Honourable House, the official record of the interchange of commodities between the two countries having been discontinued (except as to corn) since 1825, when the Cross Channel Trade was finally placed on the footing of a coasting traffic.

It is to be observed that in *this* Section the amount of the Cross Channel Trade, incorporated with the general commerce of Great Britain, is taken according to its valuation in the contemporaneous *British* Registry of Imports and Exports.

† *Real Value.*— Neither the "Imports" nor the "Exports of Foreign and Colonial Merchandise" can be shown according to their "Real Value" for any year prior to 1854, the arrangement now in force for the ascertainment of the average prices of all goods imported and re-exported having first taken effect in that year.

VALUE of the IMPORT and EXPORT TRADE of *Great Britain* with Foreign Countries and British Possessions Abroad.

	OFFICIAL VALUE.				REAL VALUE.			
		EXPORTS.				EXPORTS.		
	IMPORTS.	British or Irish Produce and Manufactures.	Foreign and Colonial Merchandise.	TOTAL Exports.	IMPORTS.† Computed Real Value.	British or Irish Produce and Manufactures. Declared Value.	Foreign and Colonial Merchandise.† Computed Real Value.	TOTAL Exports.†
	£.	£.	£.	£.	£.	£.	£.	£.
Years ending 5 January 1799	25,122,203	18,556,891	8,760,196	27,317,087	- -	31,252,836	—	—
" " 1800	24,066,700	22,284,941	7,271,696	29,556,637	- -	35,903,850	—	—
" " 1801	28,257,781	22,831,936	11,549,681	34,381,617	- -	36,929,007	—	—
Annual Average of the Triennial Period	25,815,561	21,224,589	9,193,858	30,418,447	- -	34,695,231	—	—
Years ending 5 January 1819	35,845,340	41,960,555	10,835,800	52,796,355	- -	45,180,150	—	—
" " 1820	29,681,640	32,983,689	9,879,236	42,862,925	- -	34,252,251	—	—
" " 1821	31,515,222	37,820,293	10,525,026	48,345,319	- -	35,569,077	—	—
Annual Average of the Triennial Period	32,347,401	37,588,179	10,413,354	48,001,533	- -	38,333,826	—	—
Years ending 5 January 1839	59,878,905	92,102,834	12,702,854	104,805,688	- -	49,641,694	—	—
" " 1840	60,346,066	96,939,062	12,779,057	109,718,119	- -	52,701,509	—	—
" " 1841	65,873,411	102,264,990	13,765,455	116,030,445	- -	50,896,556	—	—
Annual Average of the Triennial Period	62,032,794	97,102,295	13,082,455	110,184,750	- -	51,079,920	—	—
Years ending 31 December 1858	132,633,799	271,376,071	33,874,622	305,250,693	159,351,301	116,250,439	23,158,190	139 408,629
" " 1859	140,229,754	296,835,557	37,196,009	334,031,566	173,852,915	129,946,308	25,255,869	155,202,177
" " 1860	158,452,924	315,332,408	43,533,158	358,865,566	203,408,636	135,613,165	28,623,824	164,236,989
Annual Average of the Triennial Period	143,772,159	294,514,679	38,201,263	332,715,942	178,870,950	127,269,971	25,679,294	152,949,265
Years ending 31 December 1861	163,964,004	289,110,244	50,143,513	339,253,757	209,871,962	124,890,535	34,511,573	159,402,108
" " 1862	152,813,458	240,378,006	50,948,435	291,326,441	217,773,030	123,789,261	42,166,996	165,956,257
" " 1863	164,240,553	257,980,145	54,908,629	312,888,774	242,202,958	146,417,039	50,292,034	196,709,073
Annual Average of the Triennial Period	100,339,338	262,489,465	52,000,192	314,489,657	223,282,650	131,698,945	42,323,534	174,022,479

† *Real Value*—See Note above.

VALUE of the Import and Export Trade of *Ireland* with all parts of the World, including the Cross Channel Trade with *Great Britain.**

	OFFICIAL VALUE.				REAL VALUE.			
		EXPORTS.				EXPORTS.		
	IMPORTS.	Irish or British Produce and Manufactures.	Foreign and Colonial Merchandise.	Total Exports.	IMPORTS.†	Irish or British Produce and Manufactures.	Foreign and Colonial Merchandise.†	Total Exports.†
	£.	£.	£.	£.	£.	£.	£.	£.
Years ending 5 January 1799	4,055,091	4,112,622	127,916	4,240,538	- -	Not ascertained for these years	—	—
" " 1800	5,707,807	3,603,546	161,935	3,765,481	- -		—	—
" " 1801	5,155,015	3,295,938	133,089	3,429,027	- -		—	—
Annual Average of the Triennial Period	4,972,638	3,670,702	140,980	3,811,682	—	—	—	—
Years ending 5 January 1819	6,098,720	6,436,951	84,078	6,521,029	- -	11,776,861	—	—
" " 1820	6,395,973	5,708,583	61,883	5,770,466	- -	9,747,206	—	—
" " 1821	5,167,015	7,089,442	89,781	7,179,223	- -	10,308,714	—	—
Annual Average of the Triennial Period	5,887,236	6,411,659	78,581	6,490,240	- -	10,610,927	—	—

* *Cross Channel Trade.*—This section of the Return, exhibiting the Imports and Exports of Ireland inclusive of the trade with Great Britain, is necessarily confined to the first and second of the triennial periods embraced by the Order of the Honourable House, for the reason stated in the note to the parallel section on page 2.

It is to be observed that in *this* section the amount of the Cross Channel Trade, being incorporated with the general commerce of Ireland, is taken according to its valuation in the contemporaneous *Irish* Registry of Imports and Exports.

† *Real Value.*—See note on page 2.

VALUE of the Import and Export Trade of *Ireland* with Foreign Countries and British Possessions Abroad.

	OFFICIAL VALUE.				REAL VALUE.			
		EXPORTS.				EXPORTS.		
	IMPORTS.	Irish or British Produce and Manufactures.	Foreign and Colonial Merchandise.	Total Exports.	IMPORTS.† Computed Real Value.	Irish or British Produce and Manufactures. Declared Value.	Foreign and Colonial Merchandise.† Computed Real Value.	Total Exports.†
	£.	£.	£.	£.	£.	£.	£.	£.
Years ending 5 January 1799	856,087	536,544	68,370	604,914	- -	Not ascertained for these years.	—	—
" " 1800	1,240,620	473,075	87,824	560,899	- -		—	—
" " 1801	1,381,694	408,531	62,853	471,384	- -		—	—
Annual Average of the Triennial Period	1,159,467	472,717	73,016	545,733	—	—	—	—
Years ending 5 January 1819	1,039,842	739,966	24,017	763,983	- -	1,423,009	—	—
" " 1820	1,095,170	550,487	25,577	576,064	- -	956,070	—	—
" " 1821	956,544	573,475	31,086	604,561	- -	854,886	—	—
Annual Average of the Triennial Period	1,030,518	621,309	26,893	648,202	- -	1,078,018	—	—
Years ending 5 January 1839	1,389,415	351,133	8,658	359,791	- -	420,043	—	—
" " 1840	1,657,934	455,604	16,933	472,537	- -	532,071	—	—
" " 1841	1,559,553	441,860	8,710	450,570	- -	509,874	—	—
Annual Average of the Triennial Period	1,535,634	416,199	11,434	427,633	- -	487,329	—	—
Years ending 31 December 1858	5,525,345	288,278	13,266	301,544	5,232,531	358,317	15,833	374,150
" " 1859	5,414,185	522,131	35,088	557,219	5,329,440	465,221	25,577	490,798
" " 1860	6,283,533	378,667	4,353	383,020	7,122,237	278,062	6,300	284,362
Annual Average of the Triennial Period	5,741,021	396,359	17,569	413,928	5,894,736	367,200	15,903	383,103
Years ending 31 December 1861	7,248,545	244,942	14,649	259,591	7,613,062	212,279	18,111	230,390
" " 1862	7,885,598	205,073	8,521	213,594	7,943,946	203,003	8,874	211,877
" " 1863	7,673,299	218,406	6,225	224,631	6,777,984	185,303	8,495	193,798
Annual Average of the Triennial Period	7,602,480	222,807	9,798	232,605	7,444,997	200,195	11,827	212,022

† *Real Value*—See Note on Page 2.

STATEMENT showing the Aggregate IMPORT and EXPORT TRADE of *Great Britain* and *Ireland* separately; and of the Two Countries conjointly, with the Proportion of the Former to the Latter.

	Value of the Imports and Exports added together, after deducting Foreign and Colonial Merchandise Re-exported to Foreign Countries or British Possessions Abroad. † Inclusive of the Cross Channel Trade. Official Value.			Value of the Imports and Exports added together, after deducting Foreign and Colonial Merchandise Re-exported to Foreign Countries and British Possessions Abroad. Exclusive of the Cross Channel Trade.					
				Official Value.			Real Value.		
	Into and from Great Britain.	Into and from Ireland.	Into and from the Two Countries conjointly.	Into and from Great Britain.	Into and from Ireland.	Into and from the Two Countries conjointly.	Into and from Great Britain.	Into and from Ireland.	Into and from the Two Countries conjointly.
	£.	£.	£.	£.	£.	£.	£.	£.	£.
Annual Average of the Triennial Period - - - - 1799–1801	53,682,111	8,274,145	61,956,256	47,040,150	1,632,184	48,672,334			
Proportion in Seventeenths - -	14·73	2·27	17·	16·43	0·57	17·			
Annual Average of the Triennial Period - - - - 1819–1821	79,406,054	11,122,301	90,528,355	69,935,580	1,651,827	71,587,407	The real value of the imports and exports together cannot be stated for any period prior to 1854. (*See* note † in page 2.)		
Proportion in Seventeenths - -	14·91	2·09	17·	16·61	0·39	17·			
Annual Average of the Triennial Period - - - - 1839–1841	- -	- -	- -	159,135,089	1,951,833	161,086,922			
Proportion in Seventeenths - -	- -	- -	- -	16·79	0·21	17·			
Annual Average of the Triennial Period - - - - 1858–1860	The record of the Cross Channel Trade ceased in 1825. (*See* note * on page 2.)			438,286,838	6,137,380	444,424,218	306,140,921	6,261,936	312,402,857
Proportion in Seventeenths - -	- -	- -	- -	16·77	0·23	17·	16·66	0·34	17·
Annual Average of the Triennial Period - - - - 1861–1863	- -	- -	- -	422,828,803	7,825,287	430,654,090	354,981,595	7,645,192	362,626,787
Proportion in Seventeenths - -	- -	- -	- -	16·69	0·31	17·	16·64	0·36	17·

† In calculating the proportion borne by the trade of Great Britain and of Ireland separately to the trade of the two countries conjointly, including on each side their reciprocal imports and exports, a difficulty presented itself in the fact that these imports and exports were differently valued in the British and Irish records; the value in both cases being estimated at fixed, though conflicting, "official" rates. Since the difficulty could not fairly be overcome by adopting either estimate in preference to the other, it has been met by employing, for this special purpose, the mean of the two.

Office of the Inspector General of Imports and Exports,
Custom House, London, 20 June 1864.

John A. Messenger.

EXPORTS AND IMPORTS.

RETURN showing the Official and Real Value of the EXPORTS from, and also the Official, and (as far as it can be given) the Real Value of the IMPORTS into *Great Britain*, for each Year in the Triennial Period ending 5 January 1801, 1821, 1841, 1861, and 1864, &c.; and, similar RETURN for *Ireland*.

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*, 22 *June* 1864.

420. +

Under 1 *oz.*

FACTORIES.

RETURN to an Address of the Honourable The House of Commons, dated 29 April 1864;—*for*,

"RETURN of the Names of the INSPECTORS and SUB-INSPECTORS of FACTORIES, the Principal TOWNS in the DISTRICT of each SUB-INSPECTOR, and the Number of FACTORIES or WORKS included in such DISTRICT, on the 1st day of April 1864; the Date of Entry into the Public Service, and Salary of each Inspector and Sub-Inspector; the Number of Classes of Sub-Inspectors, and the Number in each Class, according to the Classification approved by the Treasury, together with the Number of Sub-Inspectors actually in each Class on the 1st day of April 1864."

INSPECTORS OF FACTORIES.

Names.	Date of Entry into the Public Service, and the Nature of the Offices previously held.		Date of Appointment as Inspector.	Salary as Inspector.
				£.
Alexander Redgrave	17 Feb. 1834	Extra Clerk in Criminal Registry Department of the Home Office.	—	—
	16 Dec. 1844	Clerk to the Factory Inspectors -	—	—
	1 Oct. 1847	Sub-Inspector of Factories -	—	—
		Inspector of Factories - -	4 May 1852	1,150
Robert Baker -	22 Oct. 1834	Sub-Inspector of Factories -	—	—
		Inspector of Factories - -	15 June 1858	1,150

MEM.—The salaries of the four Inspectors were originally 1,000 *l.* each, which sum included travelling and other expenses incurred in the performance of their public duties; but in consequence of the additions to the Districts caused by the decease of Mr. Stuart in 1849, and the more recent retirement of Mr. Horner and Sir John Kincaid, the two remaining Inspectors have been allowed 150 *l.* per annum each, in consideration of the additional expenses and duties which devolved upon them by reason of the vacancies not having been filled up.

SUB-INSPECTORS OF FACTORIES.

MEM.—The Districts of the Sub-Inspectors have been arranged in each Inspector's District, so as to equalize as much as possible the work of each Sub-Inspector, taking into consideration the number of works, the number of protected classes employed in them, and the extent of country to be travelled over in visiting the various works.

The column "Number of Miles travelled by each Sub-Inspector" has been added in order to show the arrangement of the Districts in this point of view.

NAMES.	Date of Appointment as Sub-Inspector.	Names of the Departments of the Public Service, and the Capacity in which the Sub-Inspectors have served previous to their Appointment as Sub-Inspectors.	Date of Appointment to such Offices.	Principal Towns in the District of each Sub-Inspector.	* Number of Factories or Works in each Sub-Inspector's District.	Number of Miles Travelled by each Sub-Inspector in the Year ended the 31 March 1864.	Salary of each Sub-Inspector on the 1 April 1864.
							£.
The Metropolitan District has been under the superintendence of Mr. Redgrave, without the assistance of a Sub-Inspector, since May 1852.				The Metropolis, with the counties of Kent, Surrey, Sussex, Essex, Norfolk, Suffolk, Cambridge, Huntingdon, and Northampton.	184	1,026	No allowance has been made for the expenses incurred in the inspection of this district.
Charles Trimmer			14 Nov. 1834.	Halifax and its neighbourhood, Brighouse, Elland, Sowerbybridge, Hebdenbridge, and Todmorden.	587	1,433	450
Weston Hickes	29 January 1836.	None		Amersham, Aylesbury, Beaconsfield, Baldock-Berkley, Berkhamstead, Bewdley, Bishop's Castle, Bishop's Stortford Bromsgrove, Bedworth, Birmingham, Blockley, Bristol, Bridgnorth, Bedford, Buckingham, Burford, Banbury, Chipping-Norton, Chipping-Barnett, Chipping-Camden, Chipping-Sodbury, Cleobury-Mortimer, Colnbrook, Chalford, Chesham, Church-Stretton, Cirencester, Coventry, Cradley, Cheltenham, Droitwich, Dudley, Dunstable, Ellesmere, Evesham, Fairford, Fenny-Stratford, Gloucester, Hatfield, Hemel Hempstead, Hereford, Hertford, High Wycombe, Hitchin, Hoddesden, Kidderminster, Kington, Knighton, Leamington, Leominster, Ludlow, Lechlade, Minetonhempton, Malmsbury, Market-Drayton, Motherham, Muchwenlock, Newnham, Nuneaton, Newport, Newport-Pagnell, Northreach, Oxford, Pershore, Prestaign, Painswick, Redbourne, Ross, Rickmansworth, Rugby, Stourport, Stratford-on-Avon, Sutton-Coldfield, Shrewsbury, St. Albans, Stroud, Tenbury, Tetbury, Thorne, Tring, Tewkesbury, Warwick, Wellington, Whitchurch, Woodstock, Watford, Winchcomb, Witney, Worcester.	551	7,215	450

Samuel Saville Kent -	11 April 1836	None - - - - - -	- - -	Amlwch, Aberystwith, Aberayon, Beaumaris, Bangor, Bala, Cardigan, Carmarthen, Conway, Corwen, Carnarvon, Denbigh, Dolgelly, Festiniog, Fishguard, Holyhead, Holywell, Haverfordwest, Lampeter, Llanidloes, Llandovery, Llanelly, Llangollen, Llanwrst, Llandilo, Mackynlleth, Mold, Nawcastle Emlyn, Nerberth, Newtown, Pwlheli, Ruskin, St. David's, Welshpool.	295	5,500	450
Joseph Ewings - -	1 July 1836 -	- - - - - - -	- - -	Preston and its neighbourhood, Lancaster, with the counties of Westmoreland and Cumberland.	263	4,064	450
Daniel Walker - -	2 Feb. 1838 -	- - - - - - -	- - -	The south-eastern, eastern, midland, and northern counties of Scotland; Dundee, Arbroath, Perth, Aberdeen, &c.	492	5,956	400
David Jones - - -	- - -	Private Secretary to Sir A. Woodford.	1838 to 1841 -	Bolton, Leigh, Radcliffe, Ramsbottom, Skipton -	390	6,000	400
		Private Secretary to Sir James Graham.	Jan. 1844 to 1 March 1846.				
	1 March 1846	Sub-Inspector of Factories.					
Charles Patrick - -	- - -	Lieutenant in Incorporated Militia of Canada.	Nov. 1838 until May 1843.	Rochdale and its neighbourhood, Rawtenstall, Newchurch, and Middleton.	353	2,437	350
	1 June 1852 -	Sub-Inspector of Factories.					
William Straker Darkin -	23 March 1854	- - - - - - -	- - -	Antrim, Armagh, Auchnacloy, Ballibay, Ballyclose, Ballymena, Ballymoney, Ballynahinch, Banbridge, Belfast, Broughshane, Buncrana, Carrickfergus, Castleblayney, Castledawson, Castlederg, Castlewellan, Clones, Coleraine, Combes, Cookstown, Downpatrick, Dromore, Dundalk, Dungannon, Emyrala, Enniskillen, Gilford, Keady, Killyleagh, Larne, Lisburn, Londonderry, Lurgan, Maghera, Markethill, Monaghan, Newry, Newtownards, Omagh, Portadown, Randalstone, Rostrever, Saintfield, Strabane.	323	7,500	350
Robert William Coles -	- - -	Clerk in the Office of Inspector General of Imports and Exports, Custom House, London.	15 Jan. 1852 -	Manchester and its neighbourhood, and Bury -	470	1,958	300
	29 Jan. 1855 -	Sub-Inspector of Factories.					
Thomas Steen - - -	23 Feb. 1856 -	Irish National Education Board. Sub-Inspector of Factories.	1 May 1849 -	Ashton in-Makerfield, Birkenhead, Chester, Hyde, Middlewich, Nantwich, Over, Runcorn, Stockport, Sandbach, Wigan, Warrington, Wilmslow.	245	3,752	300

* This column includes every separate occupation by a person responsible for the observance of the law in his occupancy, whether an entire building, or only a room or other portion of a building.

SUB-INSPECTORS OF FACTORIES—*continued.*

NAMES.	Date of Appointment as Sub-Inspectors.	Names of the Departments of the Public Service, and the Capacity in which the Sub-Inspectors have served previous to their Appointment as Sub-Inspectors.	Date of Appointment to such Offices.	Principal Towns in the District of each Sub-Inspector.	Number of Factories or Works in each Sub-Inspector's District.	Number of Miles Travelled by each Sub-Inspector in the Year ended the 31 March 1864.	Salary of each Sub-Inspector on the 1 April 1864.
							£.
John D. Campbell - -	30 April 1857	- - - - - - -	- - -	Glasgow, Paisley, &c. with the south-western and western counties of Scotland.	381	2,594	300
F. W. Haydon - -	- - - 14 May 1858	First-class Volunteer, R.N. - Sub-Inspector of Factories.	July 1841 -	Ashbourne, Ashby, Barton, Burslem, Cheadle, Congleton, Dudley, Hinckley, Hanley, Kegworth, Loughborough, Leicester, Leek, Longton, Macclesfield, Market Bosworth, Market Harborough, Northampton, Newcastle-under-Lyne, Oakham, Stafford, Stoke, Tamworth, Wednesbury, Walsall, Wolverhampton.	412	7,000	300
G. H. L. Rickards - -	23 Nov. 1858	- - - - - - -	- - -	Leeds and its neighbourhood, Bingley, Keighley, Haworth, &c., with the East Riding of York, Durham, and Northumberland.	715	3,919	300
G. F. Buller - - -	- - - 14 June 1859	Private Secretary to President of Poor Law Board. Sub-Inspector of Factories.	31 Feb. 1848 -	Andover, Axminster, Ashburton, Aberdare, Abergavenny, Bath, Bridgewater, Bradford-on-Avon, Bridport, Blandford, Basingstoke, Barnstaple, Bideford, Bodmin, Bridgend, Brecon, Builth, Crewkerne, Chard, Chippenham, Christchurch, Cardiff, Chepstow, Crickhowell, Devizes, Dorchester, Devonport, Exeter, Frome, Falmouth, Glastonbury, Honiton, Ilminster, Lyme Regis, Lymington, Launceston, Liskeard, Merthyr Tydfil, Newport (Isle of Wight), Neath, Newport (Monmouth), Okehampton, Penryn, Penzance, Portsmouth, Poole, Petersfield, Plymouth, Pontypool, Ramsey, Ryde, Shepton Mallett, Salisbury, Shaftesbury, Southampton, St. Austell, Swansea, Taunton, Trowbridge, Totnes, Tiverton, Tavistock, Truro, Wells, Wellington, Wilton, Warminster, Westbury, Weymouth, Wareham, Wimbourne, Winchester, Whitchurch, Yeovil.	238	9,274	300

Frederick H. Whymper -	13 March 1861	- - - - - - - -	- - -	Huddersfield and its neighbourhood, Derby, and Nottingham.	950	6,093	300
R. E. S. Oram - -	- - -	Clerk in Office of Solicitor to Stamps and Taxes.	23 Feb. 1848 -	Ashton-under-Lyne, Staleybridge, Mossley, Oldham, Lees, &c.; Glossop and the North of Derbyshire.	665	3,047	300
		Clerk in Office of Queen's Remembrancer.	19 June 1848.				
		Searcher in Customs Department, London.	3 March 1851.				
	1 July 1861	Sub-Inspector of Factories					
James Henderson - -	20 July 1861	- - - - - - - -	- - -	Blackburn, Darwen, Accrington, Bacup, Heywood.	506	2,100	300
S. W. G. F. May - -	- - -	Lieutenant, R.N. - - -	24 Nov. 1845 -	Burnley, Colne, Padiham - - - -	249	1,577	300
	22 July 1861	Sub-Inspector of Factories.					
C. P. Measor - - -	- - -	Clerk in General Post Office -	8 March 1843 -	Bradford and its neighbourhood, Wakefield, Mirfield, Barnsley, Dewsbury, Battley, Birstal, Clechkeaton, Heckmondwicke, &c.	626	1,869	300
		Registrar to Mountjoy Convict Prison, Dublin.	10 Jan. 1855.				
		Deputy Governor of Philipstown Convict Prison, King's County.	6 March 1855.				
		Deputy Governor in charge of the "Stirling Castle" Convict Hulk, Portsmouth.	8 March 1858.				
		Deputy Governor of Chatham Convict Prison.	8 Nov. 1858.				
	3 Dec. 1861	Sub-Inspector of Factories.					
C. N. Girardot - -	- - -	Clerk in Audit Office - -	27 October 1856.	Athlone, Abbeyleix, Athy, Ballinasloe, Blarney, Baltinglass, Blanchardstown, Castlepollard, Cavan, Carrick, Castlebar, Cork, Cashel, Nenagh, Clonmel, Cashel, Carrick-on-Suir, Celbridge, Chapelizod, Dublin, Drogheda, Ennis, Enniscorthy, Fermoy, Galway, Glanmire, Kilkenny, Kilworth, Kinsale, Kilmdan, Kildare, Killybegs, Longford, Limerick, Leixlip, Mullingar, Moate, Mountmellick, Maryborough, Meller, Middleton, Navan, Newport, Naas, Oldcastle, Portarlington, Portlas, Roscommon, Roscrea, Sligo, Trim, Tullamore, Tuam, Tipperary, Tullow, Wexford, Waterford.	93	8,280	300
	25 Aug. 1863.	Sub-Inspector of Factories.					

NUMBER of CLASSES of SUB-INSPECTORS, and the Numbers in each Class, according to the Classification approved by the Treasury, together with the Number of Sub-Inspectors actually in each Class, on the 1st day of April 1864.

		Number in the Class on 1 April 1864.
Class A., 500 *l.* per annum -	To consist of two Sub-Inspectors, who have served 30 years in the Department.	- none.
Class B., 450 *l.* „ -	To consist of four Sub-Inspectors, who have served 20 years in the Department.	4
Class C., 400 *l.* „ -	To consist of four Sub-Inspectors, who have served 15 years in the Department.	2
Class D., 350 *l.* „ -	To consist of four Sub-Inspectors who have served 10 years in the Department.	2
Class E., 300 *l.* „ -	To consist of such Sub-Inspectors as have not served 10 years. (When the four preceding Classes are filled up, this class will consist of six Sub-Inspectors.)	12

10, Whitehall,
18 May 1864.

Alex. Redgrave.
Robert Baker.

FACTORIES.

RETURN of the Names of the Inspectors and Sub-Inspectors of Factories, the Principal Towns in the District of each Sub-Inspector, and the Number of Factories or Works included in such District on 1st April 1864; &c.

(*Mr. Angerstein.*)

Ordered, by The House of Commons, *to be Printed*, 20 *May* 1864.

GRAIN.

RETURN to an Order of the Honourable The House of Commons, dated 18 March 1864;—*for*,

COPY "of the REPORT of the COMMISSIONERS of CUSTOMS, dated the 10th day of March 1864, relating to the Proposal to Levy the DUTY on GRAIN by WEIGHT, instead of by MEASURE."

Treasury Chambers, Whitehall, 18 March 1864. F. PEEL.

REPORT of the Commissioners of Customs, relating to the Proposal to Levy the Duty on Grain by Weight instead of Measure.

To the Lords' Commissioners of Her Majesty's Treasury.

THE Chancellor of the Exchequer having referred to us the annexed letter from Mr. W. S. Lindsay, M. P., forwarding for consideration a Report of a Committee appointed by the Corn Trade to inquire into the best mode of levying the duty upon grain, in which they recommend the adoption of the following mode of charging the duties on grain, viz.:—

That a duty of 1 *s.* per quarter should be levied on all grain and pulse, the quarter to be a weight of—

500 lbs., as regards wheat, rye, beans, pease, and maize,
400 lbs., as regards barley and buckwheat,
300 lbs., as regards oats; and that millet seed, lentils, and dari, articles now admissible free, should also be charged with a duty of 1 *s.* per quarter,

We report—

That by "The Customs Duties Consolidation Act," 1860, the following duties are chargeable on corn, grain, meal, and flour, and articles of the like character, viz.:—

Wheat	1 *s.* the quarter.
Barley	1 *s.* ditto.
Oats	1 *s.* ditto.
Rye	1 *s.* ditto.
Pease	1 *s.* ditto.
Beans, not kidney or French	1 *s.* ditto.
Maize or Indian corn	1 *s.* ditto.
Buckwheat	1 *s.* ditto.
Bear or bigg	1 *s.* ditto.

And the meal of the different kinds of grain above-mentioned, as well as meal not otherwise enumerated or described — 4 ½ *d.* the cwt.

And milled lentils and dari, which are included in the tariff under the head of seeds, are free of duty.

That the quarter specified in the tariff consists of eight Imperial bushels, and the Committee of the Corn Trade, while seeking to preserve the quarter as the unit chargeable with the duty of 1 *s.*, desire that it should be defined as consisting of a certain weight, instead of a certain capacity.

The question of the policy of substituting weight for measure as the basis for assessing the duty on corn and grain offers two points for consideration; first, its tendency in regard to the convenience of the trade; and, secondly, the effect which the alteration would produce upon the revenue.

With reference to the former point, we have no doubt but that the proposed change would be found very convenient, as the trade generally buy and sell the corn, &c., by weight, and it is a matter of great importance to the merchants that the returns made of their importations by the officers of Customs should correspond, in the principle upon which they are calculated, with the accounts between buyer and seller. But the manner in which the proposed change could be carried into effect without entailing loss upon the revenue, or materially affecting the amount of duties now payable on the several kinds of corn and grain, becomes a question of very difficult calculation; for, in every estimate which may be made, the elements on which it is based must necessarily be various and fluctuating.

The imports of grain depend, at least as far as regards quantity, solely on the extent of demand and supply, and these, again, are dependent on the seasons. The revenue derived from grain, therefore, is always variable, even under one fixed rate of 1 *s.* per measured quarter. Thus, in 1862, it amounted to upwards of 800,000 *l.*, whilst in 1857 it was under 500,000 *l.*

The proportionate quantities, also, of the respective kinds of grain imported fluctuate considerably; thus, the imports of wheat were—

In 1857	3,475,235	quarters.
1860	5,906,181	ditto.
1862	9,542,363	ditto.

In the same years the importations of oats were as follows:—

In 1857	1,732,004	quarters.
1860	2,308,284	ditto.
1862	1,623,449	ditto.

And considerable variations are found in the importations of all other sorts of grain in the same and other years.

The total amount of the importations of grain of all sorts for the 13 years ending in 1862 was 125,392,219 quarters, being an average of 9,645,555 per annum, and yielding an average annual revenue of 482,277 *l.*; but it has been urged that the years 1860, 1861, and 1862 were exceptional, because our own crops having been deficient, our importations were greater than usual. If these three years be rejected, and we take the 10 years from 1850 to 1859, the total importations were 80,475,572 quarters, and the yearly average 8,047,557, yielding a revenue of 402,377 *l.*, or 79,900 *l.* less than the average of the 13 years.

Again, if the average be taken from the six years from 1856 to 1861, it gives very different results. The total quantity imported in that period was 63,964,831, giving a yearly average of 10,660,805 quarters, yielding 533,040 *l.*, or 50,763 *l.*, more than the average of the 13 years, and 130,663 *l.* more than the average of the 10 years.

During the last year the consumption of foreign grain was 13,899,300 quarters, and the revenue derived therefrom amounted to 694,965 *l.*

From the preceding statements, your Lordships will perceive that no satisfactory estimate can be formed of the annual amount that the grain duties will yield during the next two or three years, and that, consequently, no accurate calculation can be formed as to the result of any change in the mode of levying such duty in regard to its direct operation in producing an increase or decrease

in

in the revenue for those years as compared with any other year, or series of years.

All that can be assumed is, that if the exact equivalent in weight could be found for the quarter measure, and the duty on corn and grain fixed at a rate that would give exactly 1 *s.* for such weight, the revenue would not be affected by the change in the mode of assessment.

The difficulties, however, in the way of ascertaining this exact equivalent are insuperable, and the attempt also to obtain a proximate equivalent is beset with difficulties.

The duty of 1 *s.* is uniformly levied on the measured quarter of all kinds of grain, but the uniformity of measure by no means yields uniformity of weight, either as regards the different sorts of grain, or even as regards grain of a particular sort. The wheat grown in one country varies much from that grown in another country; and, again, the wheat grown in one spot, in one year, will vary from that grown in another year, according to the seasons. It is, therefore, quite impossible to find any fixed weight which will always exactly, or correctly, represent the measured quarter of every grain, and hence a great diversity of opinion has arisen among those who have discussed this question, and the reports of the different committees of the trade show that different estimates have been formed by those who may be presumed to be most conversant with the subject.

For instance: The Glasgow Corn Trade Association, in a memorial addressed to your Lordships in April 1863 (alluded to in our Report of the 12th May following, No. 248), give the following as their estimate of the average weights of a quarter of the several kinds of grain, viz.:—

Wheat	480 lbs.
Barley	400 „
Oats	320 „
Maize	480 „
Beans	480 „
Pease	510 „
Rye and buckwheat	440 „

But the committee of the London trade, in their report (the subject of the present reference) give a somewhat different estimate of the respective weights, viz.:—

Wheat	488 lbs.
Barley	400 „
Oats	308 „
Maize	480 „
Beans	480 „
Pease	496 „
Rye	480 „

They, however, recommend, for the sake of simplicity, that the following round numbers of pounds, which approximate to those above-mentioned, should be held to constitute a quarter of the respective kinds of grain, viz.:—

500 lbs. for wheat, rye, beans, pease, and maize.
400 lbs. for barley and buckwheat.
300 lbs. for oats.

In order, therefore, to obtain some distinct data upon which to found a correct judgment as to the comparative value of these estimates, we required our collectors at several ports at which we had for some time past, by desire of the merchants, sanctioned the delivery of grain by weight (the quantity being computed by an average ascertained by weighing a certain number of bushels), to furnish us with a return of the actual average weights of bushels shown by the accounts of the deliveries of corn during the last two years.

The returns so furnished embraced upwards of one-half of the imports into the United Kingdom during the time specified, and from them a statement has been prepared, marked (A.), which we beg to annex for your Lordships' information, of the average weights of wheat imported from various countries, from which it will be seen that those averages differ materially from those previously put forth, and also exhibit a tolerably wide discrepancy between the produce of different countries, varying from 56 to 63 lbs. per bushel. The average of the total quantity included in the returns is 60¼ lbs. per bushel, or 482 lbs. per quarter; but, applying the averages so obtained for each country to the total quantity of foreign wheat consumed in the United Kingdom, the average is only 59·84 lbs. per bushel, or 478·72 lbs. per quarter.

These returns, however, are only for the years 1862–63; and it must be borne in mind that the quantities of any particular grain imported from any country vary in every year, and therefore, if the average were calculated for every different year, it would vary with each year to the extent of the variations of the imports from the respective countries. To illustrate this, we append a return, marked (B.), shewing the variation during the six years, from 1857 to 1862, of the quantities of wheat imported from the various countries, stated, for simplicity, in millions of quarters and decimals of millions.

These accounts show that Prussia and Russia have usually sent the largest quantities, and that Turkey in Europe furnishes the heaviest wheat, the average of the importations from the latter country being 63 lbs. per bushel, or 504 lbs. per quarter, and that Syria and Egypt send the lightest, about 56·75 lbs. per bushel, or 454 lbs. per quarter. As might be expected, the virgin soil of new colonies, such as Australia and San Francisco, also furnish wheat of high quality, the average weight being above 62 lbs. per bushel, or 496 lbs. per quarter. The wheat, also, of South America is of the same quality, and that from Mauritius maintains a high standard; and the United States appear during the last three years of the period included in the account marked (B), to have furnished the largest supplies of wheat.

The averages obtained from the returns for other kinds of grain differ also from those adopted by the trade, but approximate more closely to those quoted by the Glasgow Committee than those mentioned by the London Committee.

The following Table contrasts the several averages mentioned in this Report, viz.:—

Average of Grain per Quarter.

	Glasgow Trade.	London Trade.		Actual Average for	
		Assumed Averages.	Proposed as Weights of a Quarter.	Outports.	United Kingdom.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Wheat	480	488	500	482	478
Rye	440	480	500	—	—
Beans	480	480	500	474	466
Pease	510	496	500	515	515
Maize	480	480	500	463	467
Barley	400	400	400	408	395
Oats	320	308	300	324	320

Differing, as do these averages, it is evident that no average can be adopted which will exactly represent the weight of a measured quarter of grain; and, consequently, it becomes impossible to select such a weight as will prevent any discrepancy in the amount of revenue to be derived from grain in the event of the proposal for substituting weight for measure being adopted. It remains, therefore,

therefore, to ascertain only what may be the nearest approach to exactness, so as to secure the revenue as much as possible from loss, and at the same time avoid the disturbance of commercial transactions now caused by the difference between the fiscal and commercial custom of computing the quantity of corn and grain.

These objects may be secured by two methods, viz., by adopting the most accurate system of average weight for each kind of grain as the equivalent of the quarter, and affixing a duty of 1 *s.* to such weights, or by selecting some one of the legal units of weight, and levying a certain fixed duty on such weights which might be applicable to all kinds of grain.

We have already shown that no system of average weights can be relied upon to produce exactly the same amount of revenue as the existing system, so far as the revenue is concerned; therefore there would appear to be no special reason for selecting the first plan, but rather the contrary; for, were the scheme proposed by the London Committee adopted, the revenue, according to the Committee's own estimate, would sustain a loss of about 8,057 *l.* per annum, which loss would, however, be reduced by the duty to be levied on millet seed, lentils, and dari (estimated at 2,563*l.* per annum) to 5,494*l.* per annum. We consider, therefore, that the adoption of this average would not be desirable, inasmuch as, while entailing a loss upon the revenue, it would not effect the objects which the Committee have in view in urging a change in the mode of levying the duty. The Committee state that "an alteration, with regard to duty, would tend to promote uniformity in buying and selling; that, therefore, it is of the greatest importance that the contemplated change should be adjusted in such a manner as to suit the convenience of the trade at large," and that "no scheme could be satisfactory that did not by one operation of weighing serve as between buyer and seller, and also for Customs and shipowner."

It has, however, been found that, although the quarter is the legal standard for all transactions of trade or revenue in grain, it has not been generally adopted "as between buyer and seller," but, on the contrary, as the Committee observe, no other trade, probably, has so great a variety of weights and measures. If the simplicity and ease of calculation arising from one uniform measure has not resulted in the universal adoption of such measure for the purposes of commercial dealings, it cannot be expected that a system of different weights applicable to the respective kinds of grain would find more favour.

The London Committee propose that the designation of the "Quarter" should still be retained, but that it should be defined to consist of a certain weight, say 500, 400, or 300 lbs., with respect to which proposition we beg to observe that it would be a violation of the Act regulating weights and measures, and, moreover that it would be highly inexpedient to introduce into the tariff such a rate as for every 500 lbs. 1 *s.*, 500 lbs. not being a recognised integer or unit, and the calculation of the duty at such a rate would be extremely inconvenient.

For these reasons we consider that the most desirable course to adopt would be to levy one uniform sum of money upon a known and legal unit of weight, and we would therefore beg leave to recommend that a duty of 3 *d.* per cwt. should be levied on all kinds of grain; and we entirely concur in the suggestion of the Committee of the London corn trade that, as lentils, millet seed, and dari are used for the same purpose as the several kinds of grain included in the tariff, those articles should also be charged with the same duty.

In the selection of the hundred-weight in preference to the ton as a unit of weight, we have had in view the greater facility afforded by the former for the calculation of the duty. The adoption of this mode of charging the duty would not cause any serious change in the general calculations, and is adapted to meet one of the objects sought by the London Committee, viz., the easy reckoning of the quantities by sacks, as it may be estimated that two cwt. would about fill a sack.

The hundred-weight is already the unit of weight chargeable with duty in the case of meal of all sorts, and the rate of 4½ *d.* now payable thereon might, under this scheme, be left unchanged; but were different rates adopted for the respective kinds of grain, the rates for the several kinds of meal would require altera-

tion, so as to adjust them to the duty payable on the grain from which they are made.

The system now proposed, moreover, seems the one which has met with the most general approval; it was first suggested in a letter (annexed to the present reference) addressed to the Chancellor of the Exchequer, from Antwerp, in April last, by Mr. Wicher, on behalf of the foreign importers of grain; it was also brought forward by the Committee of the Corn Trade at Glasgow, in their memorial, dated April last, hereinbefore referred to.

If the averages obtained from the returns of the actual weight taken at the various ports be applied to the average importations for the 13 years from 1850 to 1862, the estimated loss to the revenue were this scheme carried out, allowing for the duty to be charged on millet seed, lentils, and dari, would only be about 2,037 *l.* annually, an almost inappreciable difference in a revenue which fluctuated in three years, from 1859 to 1861, to the extent of 250000*l.*; and, while considering its effect upon the revenue, it may not be out of place to remark that when the duty of 1 *s.* per quarter was substituted in 1846 for the former sliding scale of duties, that rate was not established on any elaborate calculation of expected revenue, or even of an equitable adjustment to the values of the different kinds of grain, but was considered as a merely nominal rate adopted for revenue and statistical purposes, and a small unit of money was applied to the unit of measure then commonly in use as a matter of simplicity and facility, and we submit that the same principle would be carried out by rating all grain at 3*d.* per cwt.; and although this duty might not produce immediately the exact equivalent of 1 *s.* per quarter, we may fairly conclude that the increased importations required to meet the demands of an increasing population will more than cover any trifling difference which may be caused by the change of rating.

We beg to append a table of the estimated duty now payable on a hundredweight of each of the undermentioned kinds of grain, under the rating of 1 *s.* per quarter.

	Estimated Weight per Quarter.	Present Duty. per Cwt.
	Lbs.	*d.*
Wheat	480	$2\frac{3}{4}\frac{1}{5}$
Ditto	478	$2\frac{3}{4}\frac{1}{4}$
Barley	400	$3\frac{1}{4}\frac{11}{25}$
Oats	324	$4-\frac{1}{6}$
Ditto	308	$4\frac{1}{4}\frac{35}{77}$
Pease	515	$2\frac{1}{2}\frac{226}{315}$
Maize	463	$2\frac{3}{4}\frac{283}{463}$

Your Lordships will thus perceive that, according to the present rating, the more valuable articles, wheat, pease, and maize are subject to a lesser rate of duty than barley and oats; and that the alteration of duty which we now propose would tend to remove this anomaly, and while considerably reducing the rate on the less valuable kinds of grain would but slightly affect that upon the more valuable kinds.

Custom House, 10 March 1864. *Thos. J. Freemantle.*
J. Goulburn.

(A.)

ACCOUNT of WHEAT delivered at Outports on Average ascertained by weighing a certain Number of Bushels, and Average Weight of Wheat entered for HOME CONSUMPTION in United Kingdom in the Year 1862, computed therefrom.

Countries from whence Imported.	Bushels Imported in 1862 and 1863.	Weight.	Average per Bushel.	Bushels entered for Home Consumption in United Kingdom, in 1862.	Weight, calculated on Averages ascertained at Outports.		Outport Quantities not taken to Account in striking Average for United Kingdom.
		Lbs.	*Lbs.*		*Lbs.*		
United States	17,871,328	1,072,761,696	60 1/37	28,878,712 541,848	1,766,028,750	North Atlantic Ports. South Atlantic Ports.	
Canada	3,839,452	233,383,026	60 4/5	6,967,784	423,641,267	British North America.	
Prussia	3,881,016	234,110,569	60 1/3	11,659,224	703,439,848		
Denmark	1,060,472	63,302,680	59 4/5	1,165,576	69,701,445		
Russia	1,183,224	70,019,828	59 1/6	10,664,800	630,900,666		
Egypt	699,048	39,587,030	56 3/5	6,094,480	346,166,464	Egypt.	
Syria	94,904	5,395,002	56 4/5				
Turkey in Europe	536	33,768	63	-	-	2,252,312 Bushels	Turkey 536
Holland	5,952	345,294	58	-	-	-	Holland 5,952
Sweden	54,776	3,251,896	59 2/5	-	-	-	Sweden 54,776
Norway	616	35,882	58 1/4	-	-	-	Norway 616
Austrian Territories	32,672	2,008,918	61 2/5	1,560,080	95,788,912		
France	39,960	2,379,652	59 3/5	1,798,992	107,219,923		
Wallachia and Moldavia	68,792	4,135,178	60 1/10	878,080	54,172,608		
Hamburg	138,458	8,334,989	60 1/8	1,207,664	72,610,798		
Hanover	568	34,932	61 1/3	-	-	-	Hanover 568
Oldenburg	4,328	259,680	60	-	-	-	Oldenburg 4,328
Mecklenburg	22,584	1,377,124	61	746,720	45,549,920		
San Francisco	1,713,776	107,529,544	62 1/6	735,296	45,710,901	Pacific Ports.	
Chili	803,344	50,104,040	62 1/3	525,664	32,766,389		
Rio Janeiro	7,464	462,768	62	-	-	-	Rio Janeiro 7,464
Australia	125,640	7,815,840	62 1/2	150,192	9,341,942		
Bengal	10,912	653,424	59 4/5	-	-		Bengal 10,912
Mauritius	11,488	712,256	62	-	-	Bushels. 511,480 Other Parts.	Mauritius 11,488
	31,671,310	1,908,035,016		73,575,112	4,403,039,833	2,763,792 Bushels.	

Average 60 1/4 lbs. per bushel.

Average of United Kingdom, excepting from Turkey and other parts, (2,252,312) - - 59 84/108 lbs. per bushel.

B.

TABLE showing the proportionate quantities of Wheat entered for Home Consumption in the undermentioned Years from the following Countries.

	1857.	1858.	1859.	860.	1861.	1862.
Russia - - -	.7	.6	.9	1.3	1.	1.3
Prussia - - -	.9	.6	.8	1.1	1.	1.5
Denmark - - -	.3	.3	.3	.3	.2	.1
Mecklenburg - -	.1	.1	.1	.2	.1	.1
Hanse Towns - -	.2	.2	.09	.2	.2	.1
France - - -	.04	.8	1.1	.5	.2	.2
Turkey and Wallachia, and Moldavia.	.04	.2	.07	.2	.2	.4
Egypt - - -	.2	.5	.4	.2	.3	.8
United States - -	.7	.6	.04	1.5	2.6	3.8
British North America	- -	- -	- -	.2	.6	.9
Other Countries -	.3	.4	.2	.2	.5	.3
	3.48	4.3	4.	5.9	6.9	9.5
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
	3,475,234	4,275,435	4,023,578	5,906,181	6,966,845	9,542,363

Sir, 8, Austinfriars, City, 24 July 1863.

REFERRING to my letter to you of the 31st March, and your reply of the 10th April, I have now, as Chairman of the public meetings which have been held in this city, to forward for your consideration the report of the Committee appointed to inquire into the best mode of levying the duty upon grain, and also a note from the Chairman of the Committee. I may add that the members of that Committee have devoted much time and thought to the consideration of this question, and have adopted the best means at their disposal, by circular and otherwise, for ascertaining the views of all persons throughout the country, interested in the grain trade.

I may add that the feeling has been all but unanimous in favour of levying the duty by weight instead of, as at present, by measure, but there has been a great difference of opinion as to whether the duty ought to be levied on the weight per quarter, or the weight per ton.

In conclusion, I may state that at the public meeting held on the 24th ult., a deputation from the trade was appointed to wait upon you, and if it is your pleasure to receive the members of that deputation I shall communicate to them your wishes.

They will be ready to wait upon you at any time you may be pleased to name.

I am, &c.
T. B. Lindsay.

The Right Honourable W. E. Gladstone, M.P.,
Chancellor of the Exchequer,
&c. &c. &c.

Committee Room, Corn Exchange Chambers, E. C.,
Sir, 17 July 1863.

As Chairman of the Committee appointed to carry out a resolution agreed to at a general meeting of the trade for an alteration in the mode of collecting the duties on grain, I take leave to hand you herewith a report of the proceedings, and to solicit your consideration to the arrangement it advocates.

I have, &c.
K. Kingsford.

To the Right Honourable
The Chancellor of the Exchequer.

To the Right Honourable the Chancellor of the Exchequer.

At a public meeting of the corn trade held on the 24th June last, the following report of the Committee appointed to consider the best method of levying duty on grain by weight instead of by measure was received and adopted:

Report.

1. That the corn trade should promote the adoption of the following mode of charging duties on grain, viz., that a duty of 1*s.* per quarter should be levied on all grain and pulse, the quarter to be a weight of,—

500 lbs.	as regards	wheat, rye, beans, pease and maize.
400 lbs.	,,	barley and buckwheat.
300 lbs.	,,	oats.

2. That a Committee be appointed with power to submit this scheme to the Chancellor of the Exchequer, and to take such further steps as may be necessary to procure its adoption.

In submitting to your consideration the resolution embodied in this Report, the Committee deem it right to lay before you the reasons which had led to its adoption by the trade.

In the first place, with regard to the principle involved.

The practice of dealing in grain by weight is now so general that the time seems to have arrived when measure may be altogether abolished, and it is thought that an alteration with regard to duty would tend to promote uniformity in buying and selling.

For though the present movement applies directly only to foreign grain, it cannot be doubted that if measure be superseded by weight, English corn must, sooner or later, be regulated by the same system; it is therefore of the greatest importance that the contemplated change should be adjusted in such a manner as to suit the convenience and requirements of the trade at large.

Indeed, were mode of dealing by weight fully established, there could scarcely be two opinions as to how the duty should be charged, for no scheme could be satisfactory that did not, by one operation of weighing, serve as between buyer and seller; and also for the customs and shipowner, such an arrangement would confer much the same advantages as were enjoyed, when measure alone was in use. Anything short of it would entail great additional trouble, inconvenience, and expense. No other trade, probably, has so great a variety of weights and measures as are in use throughout the kingdom, in the dealings in grain; and it is, therefore, very desirable that any alterations introduced should be of such a nature as to be easily understood; and of such practical utility, as to induce the country, generally, to follow the leading importing markets in adopting them; and this result, it is believed, can be best obtained by retaining the quarter as the standard, but making it a quarter of weight, instead of a quarter of measure.

Applying these principles to the resolution in the report, the advantages presented are :—

1. That it makes the least possible alteration in existing usages, and its adoption is not calculated, in any way, to impede business.

2. That it adheres to the natural weight of grain as nearly as is compatible with bringing the quarter into even hundreds of pounds.

3. That it offers great convenience for the discharge of vessels, by having even weight in each sack, and two sacks to the quarter, which would render a mi stake in delivery hardly possible.

4. That the sacks would be of such a weight as to admit of easy and ready transport.

With regard to levying the same amount of duty upon 300 lbs. oats, or 400 lbs. barley, as upon 500 lbs. wheat, we think it right to point out that the inequality differs very slightly from that which obtains under the existing law, and of the existing law, in this respect, no complaints have been made.

Regarding the financial part of the present scheme, the following is the basis of calculation :—

Wheat, taken at an average weight of	-	61 lbs. per bushel.
Beans, Rye, and Maize ditto	-	60 lbs. ditto.
Pease - - - ditto	-	62 lbs. ditto.
Barley and Buckwheat ditto	-	50 lbs. ditto.
Oats - - - ditto	-	38½ lbs. ditto.

The loss, by the adoption of the p oposed alteration, would be, if estimated upon the last 13 years average, 1850-1862 inclusive, about 8,000 *l.* per annum (see calculation annexed, No. 1) ; but the last three years having been exceptional, owing to successive deficient crops, and large importations consequent upon the war in America,* it is considered more equitable to omit them, and to proceed upon the average of the previous 10 years, 1850-1859 inclusive. On this basis, the loss, as above, would amount only to about 2,740 *l.* per annum (see calculation annexed, No. 2).

We cannot pass this part of the subject without pointing out the anomaly that exists, in exempting from duty certain articles used for precisely the same purposes with others paying an impost; we allude to millet seed, dari, and lentils, articles employed for cattle feeding and distillation, which compete with barley, beans, buckwheat, oats and maize, and other grain liable to a duty of 1 *s.* per quarter. Were an equal duty placed on these, the scheme before you, so far from showing a deficiency, would rather give an increase of revenue received from grain duties ; and we are not aware of any sufficient reason, nor, indeed, of any reason at all, why they should not be placed on the same footing (see calculations annexed, No. 3, viz., average importation of millet, dari, and lentils).

In conclusion, it is again submitted that the present question, with regard to duties, is chiefly important as leading to the adoption of uniformity in dealing, and this is not considered likely to be attained, unless the standard for the former be made generally suitable for the purposes of the latter; for, should an alteration be made in duty to a standard bearing no relation, and admitting of no comparison with the present Imperial quarter, there would be little hope that the effort now made to reconcile conflicting opinions, and to simplify business, could be attended with success.

On behalf of the Committee.

K. Kingsford, Chairman.

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* The high rate of exchange having led to large shipments of grain by way of remittance by houses not usually engaged in the trade, and to consignments consequent upon the outlet to Southern ports being closed, to which may be attributed, in some degree, the comparatively low range of prices that have prevailed during a period of deficient crops.

(No. 1.)

STATEMENT showing the presumed difference to the Revenue between the present and proposed methods of Levying the Duty on Grain.

Total Importation of Foreign Grain during 13 Years (1850 to 1862 inclusive).

	Imperial Qrs.		*Lbs.*	*Qrs.*	*Lbs.*
Wheat	60,268,592	each Imperial quarter presumed to weigh	488	equal to 58,822,145	of 500
Maize	22,431,189	„ „	480	„ 21,533,941	„ 500
Pease	2,243,435	„ „	496	„ 2,225,487	„ 500
Beans	5,301,864	„ „	480	„ 5,089,789	„ 500
Rye	663,568	„ „	480	„ 637,025	„ 500
Barley	15,645,058	„ „	400	„ 15,645,058	„ 400
Oats	18,838,513	„ „	308	„ 19,340,873	„ 300
	125,392,219			123,297,318	
Yearly average	9,645,555		Yearly average	9,484,409	
At 1 *s.* per quarter	£. 482,277		At 1 *s.* per quarter	£. 474,220	

	£.
By present method of levying duty at 1 *s.* on the Imperial quarter, the revenue received on the average of above 13 years	482,277
By proposed method of levying duty at 1 *s.* on every 500 lbs. of wheat, maize, peas, beans and rye, on every 400 lbs. of barley, and on every 300 lbs. of oats, the revenue would have received in the same time	474,220
Annual presumed Loss to Revenue	£. 8,057

(No. 2.)

STATEMENT showing the presumed difference to the Revenue between the present and proposed methods of Levying the Duty on Grain.

Total Importation of Foreign Grain during 10 years (1850 to 1859 inclusive).

	Imperial Quarters.		*Lbs.*	*Lbs.*	£.	*s.*
Wheat	37,853,220	each Imperial quarter presumed to weigh	488	at 1 *s.* per qr. of 500 =	1,847,237	2
Maize	14,717,685	„ „	480	„ „ 500 =	706,448	18
Pease	1,292,841	„ „	480	„ „ 500 =	62,056	7
Beans	3,816,777	„ „	480	„ „ 500 =	183,205	6
Rye	509,841	„ „	480	„ „ 500 =	24,472	7
Barley	10,253,459	„ „	400	„ „ 400 =	512,672	19
Oats	13,031,749	„ „	304	„ „ 300 =	660,275	5
	80,475,572				£. 3,996,368	4
At 1 *s.* per quarter	£. 4,023,778	12 *s.*				

	£.	*s.*
By present method of levying duty at 1 *s.* on the Imperial quarter, the revenue received in the above 10 years	4,023,778	12
By proposed method of levying duty, at 1 *s.* on every 500 lbs. of wheat, maize, pease, beans and rye, on every 400 lbs. of barley, and on every 300 lbs. of oats, the revenue would have received in the same time	3,996,368	4
Presumed Loss to the Revenue	£. 27,410	8

Or about £. 2,740 per annum.

(No. 3.)

The following articles being free of duty, it has not been possible to get an exact return of the quantities imported. That of lentils is taken upon an average of two years, and millet and dari upon the number of cargoes reported during 1862—say of the former 16, and of the latter 13:—

	Qrs.
Lentils	28,233
Millet seed	30,000
Dari	25,000

Antwerp, 8 Meirsteig,
24 April 1863.

Sir,

An alteration in the duties on grain from measure to weight being contemplated, I find on examination of the Custom-house returns since 1848 that the quantity of imported quarters into the United Kingdom, compared with the average weight of same and reduced into tons, would make the equivalent of 1 *s.* per quarter about 5 *s.* per ton as a uniform rate of duty on all kinds of grain.

I have endeavoured to illustrate this by annexed statement.

I find that a rate of 5 *s.* per ton would correspond with rate of duty paid in this country on grain, viz., six francs per 1,000 kilograms, which is a fraction less than 5 *s.* per ton.

Considering, however, the advantages derived to importers and the extra expense for officially attending the weighing of all grain under inspection of the customs, from a change of duty per measure to that of weight, I have no hesitation in saying that the trade would gladly accept a duty of 6 *s.* per ton, should such a rate be fixed by Her Majesty's Government. I have not consulted on this subject any person in England connected with the corn trade, but it is rational to suppose that such a duty would give general satisfaction, while to consumers a small, almost imaginary, increase of duty would make no difference whatever.

I beg to add that in this country importers have besides the advantage of landing grain in bond, which gives additional employment to many persons engaged in the trade and of working men, and is besides conducive to other benefits, such as statistical returns of grain held in warehouse, &c.

I have, &c.
W. J. Wieler.

To the
Right Honourable W. E. Gladstone, M.P.,
Chancellor of the Exchequer,
London.

The following shows the proportionate rate of foreign importations of grain into United Kingdom and Ireland, from statistical returns by the Customs in 1848 to 1861, both years inclusive:—

	Pro ratâ. *Qrs.*		*Lbs.*	*Lbs.*
Wheat, Pease, Beans, Maize	1,550	average weight per quarter about	480	or 744,000
Rye	00.14	„ „	448	or 6,272
Barley	0.280	„ „	400	or 112,000
Oats	0.335	„ „	300	or 100,500
	2,179 qrs., weighing on average about			962,772 lbs.

Or, 2,179 quarters, at 1 *s.* per quarter duty, yield 108 *l.* 19 *s.*; therefore, 962,772 lbs., or about 430 tons, should also pay 108 *l.* 19 *s* duty, or about 5 *s.* and $\frac{4}{5}$ths of a penny per ton.

GRAIN.

COPY of the REPORT of the COMMISSIONERS of CUSTOMS, dated the 10th day of March 1864, relating to the Proposal to Levy the DUTY on GRAIN by WEIGHT instead of by MEASURE.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed*, 18 *March* 1864.

Under 2 *oz.*

GRAIN AND CORN.

RETURN to an Order of the Honourable The House of Commons, dated 15 March 1864;—*for*,

RETURNS "showing the Total Quantity of all kinds of GRAIN and CORN (viz. Wheat, Barley, Oats, Maize, Rye, Peas, Beans, and other kinds of Grain), also FLOUR and MEAL, IMPORTED from FOREIGN PARTS, specifying each Country respectively, in the Twenty-three Years from 1841 to 1863, both inclusive:"

"The DECENNIAL AVERAGE for the two epochs 1841-50 and 1851-60:"

"And, the ESTIMATED VALUE of the Total Imports for each Year:

Table	1.	Imports of Wheat - - - -	23 years, 1841–1863.
„	2.	„ Barley - - - -	„
„	3.	„ Oats - - - -	„
„	4.	„ Maize - - - -	„
„	5.	„ Beans - - - -	„
„	6.	„ Peas - - - -	„
„	7.	„ Rye - - - -	„
„	8.	„ Buckwheat - - - -	„
„	9.	„ Wheat Meal and Flour - -	„
„	10.	„ Other kinds of Meal (exclusive of Wheat Meal).	„
„	11.	„ All kinds of Meal and Flour (including Wheat Meal and Flour).	„
„	12.	„ All kinds of Grain and Corn, Wheat and Flour, and Estimated Value (Grand Total).	„

(Mr. Caird.)

Ordered, by The House of Commons, *to be Printed,*
14 *June* 1864.

GRAIN.—IMPORTS INTO THE UNITED KINGDOM.

Table 1.—WHEAT (Imperial Quarters).

YEARS.	Russia, Northern Ports.	Russia, Southern Ports.	Sweden and Norway.	Denmark.	Prussia.	Hanse Towns.	Germany, other Parts.	Holland.	Belgium.	France.	Spain.	Austrian Territories in Italy.	Other Parts of Italy.	Malta.	Wallachia and Moldavia.	Other Turkish Dominions.	Egypt.	Australia.	British North America.	United States of America.	Other Countries.	Total.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841 - - -	19,600	79,999	807	236,250	881,982	371,646	284,391	101,983	23,670	147,966	35,298	9,435	103,266	9,854	–	1,337	6,729	–	70,299	10,553	14,689	2,409,754
1842 - - -	27,922	259,863	12	89,022	737,687	87,411	113,475	9,066	684	469,707	68,324	60,926	546,159	113,931	–	15,060	37,658	–	33,525	16,111	30,311	2,717,454
1843 - - -	3,289	30,377	604	69,610	658,028	35,340	90,525	858	332	3,118	1	1,754	3,451	3,155	–	976	13,923	1,290	20,257	–	3,232	940,120
1844 - - -	3,521	101,003	10,661	94,260	550,794	20,543	86,614	11,772	1,101	44,871	11	35,199	45,077	6,163	–	18,225	26,564	4,069	36,123	2,421	85	1,099,077
1845 - - -	11,221	22,547	443	73,327	423,743	43,408	110,376	1,614	983	32,133	4,000	12,110	45,221	4,120	–	5,842	1,187	12,885	38,612	23,239	4,699	871,710
1846 - - -	41,235	163,604	67	61,389	359,891	32,371	92,266	471	3,053	71,615	66,087	73,387	119,497	11,044	11,774	21,951	7,832	20,168	68,424	171,155	35,310	1,432,591
1847 - - -	380,246	462,897	8,479	72,221	490,435	76,494	72,258	11,519	17,216	144,913	15,641	24,969	33,220	45,912	33,798	109,101	120,811	13,376	88,905	423,819	10,225	2,656,455
1848 - - -	195,177	327,260	5,346	191,735	522,049	359,598	171,659	163,584	171,732	216,524	916	34,939	47,949	8,575	7,169	16,000	17,158	5,229	27,120	78,184	13,056	2,580,959
1849 - - -	47,311	546,501	6,475	241,403	614,906	328,083	167,423	302,010	344,278	451,331	496	173,767	104,869	8,929	46,972	116,415	128,273	15,029	10,298	108,142	82,467	3,845,378
1850 - - -	68,809	569,479	356	161,790	832,731	214,412	158,655	277,995	200,730	595,356	2,090	39,698	74,283	10,593	70,035	65,522	247,235	14,212	8,774	100,699	25,541	3,738,995
Decennial Average -	79·833	256·353	3·325	129·161	607·225	156·931	134·764	88·087	76·378	217·753	19·286	46·618	112·299	22·228	16·975	37·043	60·737	8·626	40·234	93·432	21·961	2,229·249
1851 - - -	35,213	663,959	–	168,688	696,175	97,254	163,733	61,910	67,969	510,100	20	69,164	167,634	10,584	164,374	'175,564	533,191	47	21,634	202,436	2,359	3,812,008
1852 - - -	26,949	706,622	516	218,833	451,938	44,311	130,144	124,274	25,949	207,751	201	3,680	50,523	17,106	86,139	52,716	392,746	4	34,534	483,569	1,763	3,060,268
1853 - - -	251,971	818,930	3,640	292,915	1,144,702	203,461	185,417	57,574	15,141	97,235	29,781	44,144	99,104	28,470	227,143	249,317	357,903	8	84,571	713,182	10,821	4,915,430
1854 - - -	21,042	485,797	15,620	248,451	672,842	315,386	154,922	33,226	84,754	143,078	64,392	72,968	15,996	8,995	119,504	163,294	302,905	8	18,150	417,607	72,290	3,431,227
1855 - - -	–	–	42,645	313,747	536,123	224,818	199,549	59,621	33,826	26,159	201,716	65,781	62,514	1,380	9,830	84,428	437,241	9	14,570	248,906	104,839	2,667,702
1856 - - -	467,617	291,842	15,191	177,216	222,681	137,326	71,886	28,129	24,938	10,007	49,719	86,634	73,471	4,612	124,671	149,020	534,603	18	111,819	1,279,150	212,283	4,072,833
1857 - - -	296,906	409,469	4,834	287,466	866,311	231,575	145,542	45,034	48,399	37,178	3,746	5,342	3,759	570	24,377	16,348	204,236	397	114,795	650,754	40,919	3,437,957
1858 - - -	160,281	451,936	10,305	299,783	625,978	155,295	138,546	82,113	77,884	818,251	5,197	19,701	22,883	1,146	133,557	74,928	464,644	20	100,821	594,644	3,806	4,241,719
1859 - - -	204,309	681,151	34,768	304,223	771,713	84,671	125,827	49,067	116,691	1,096,672	818	4,918	16,970	7,544	30,304	44,144	377,199	6	6,721	36,906	6,300	4,000,922
1860 - - -	218,885	1,082,261	34,029	264,850	1,149,532	174,914	185,385	29,538	1,594	552,602	44,600	73,170	10,694	9,032	97,400	66,599	197,265	17	183,422	1,499,385	5,784	5,880,958
Decennial Average -	168·317	559·197	16·155	257·617	713·800	166·901	150·095	57·049	49·714	349·903	40·019	44·550	52·355	8·944	101·730	107·636	380·193	·53	69·104	612·654	46,116	30,952·102
1861 - - -	156,260	885,291	15,156	228,157	1,027,733	214,146	129,929	11,181	4,316	180,903	164,404	176,864	30,065	1,177	136,498	94,910	339,811	31	549,525	2,507,744	58,804	6,912,815
1862 - - -	154,553	1,172,605	4,798	145,338	1,450,484	156,701	94,708	1,960	331	224,835	2	194,759	22,355	507	109,609	296,409	759,036	18,774	861,452	3,724,770	75,284	9,469,270
1863 - - -	154,773	891,605	6,115	128,155	1,017,807	73,013	89,236	2,539	3,323	34,034	1	16,782	5,280	3	30,583	65,306	535,290	1,770	483,230	2,008,708	74,948	5,622,501

TABLE 2.—BARLEY (Imperial Quarters), including BEAR or BIGG.

YEARS.	Russia, Northern Ports.	Russia, Southern Ports.	Sweden and Norway.	Denmark.	Prussia.	Hanse Towns.	Germany, other Parts.	Holland.	Belgium.	France.	Spain.	Austrian Territories in Italy.	Other Parts of Italy.	Malta.	Wallachia and Moldavia.	Syria.	Egypt.	Other Turkish Dominions.	Algeria.	Other Countries.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	2,056	–	4,054	81,947	76,641	24,828	30,125	3,357	813	33,615	–	–	–	3,008	–	–	–	–	–	4,211	264,655
1842	3,261	–	2	19,047	29,502	4,087	2,455	–	–	14,848	–	–	–	–	–	–	–	–	–	133	73,385
1843	2,655	–	7,861	130,034	31,863	1,403	3,036	–	–	692	–	–	–	–	–	–	–	–	–	836	179,280
1844	23,471	–	30,881	474,717	291,954	95,235	61,622	1,658	5,657	8,532	–	–	–	4,228	–	–	6,981	5,724	–	9,285	1,019,345
1845	8	1,889	4,966	165,120	62,900	38,704	28,073	–	778	13,119	6,597	–	2,438	18,756	–	864	–	19,117	–	5,025	368,354
1846	1,812	–	205	234,360	58,417	37,026	15,990	7,142	36	3,003	–	–	1,435	795	–	–	–	1,424	–	9,196	370,841
1847	35,734	17,979	21,705	307,705	48,506	29,873	22,020	26,382	2,937	5,531	2,481	10,393	1,109	60,418	46,785	1,976	28,302	62,751	–	40,587	773,174
1848	4,946	2,343	12,103	478,945	170,392	175,205	34,543	44,159	5,993	64,909	–	2,098	–	–	2,709	–	32,454	23,992	–	299	1,055,180
1849	47,220	300	10,543	669,315	342,147	148,249	35,630	13,403	519	86,567	–	–	–	509	1,605	2,794	2,895	13,696	701	5,758	1,381,851
1850	12,330	–	411	556,940	267,133	117,134	23,980	1,870	–	32,993	–	3,893	1	1,372	–	1,331	10,840	6,245	–	–	1,036,473
Decennial Average	13·349	2·251	9·273	311·815	137·946	67·175	25·837	9·797	1·673	26·381	·908	1·638	·498	8·909	5·119	·697	8·087	13·295	·70	7·533	652·251
1851	42,510	–	1,618	434,442	145,894	16,650	18,970	111	4	56,362	28	3,309	372	19,398	2,198	3,018	84,111	290	1,492	726	831,503
1852	5,997	14,070	758	254,869	54,207	37,083	16,413	1,000	10,190	100,238	8,440	–	2,306	41,389	55	3,664	54,248	16,103	3,746	764	625,540
1853	3,511	51,088	4,743	308,121	9,076	35,544	4,853	33	1,075	96,255	35,420	5,929	–	19,969	50,006	2,375	42,346	125,499	28,581	608	825,032
1854	806	–	32,511	311,242	7,408	2,190	1,492	78	2	1,810	18,087	4,823	–	9,149	–	11,257	26,348	71,692	43,320	11,363	553,578
1855	–	–	14,091	300,796	1,291	3,290	925	1	1	1,914	571	–	–	6,187	–	109	12,890	6,412	875	2,001	351,354
1856	16,441	35,284	7,500	264,669	73,887	155,023	8,522	18,856	1,430	2,679	–	1,286	722	3,578	11,135	–	17,889	112,047	7	1,432	732,387
1857	5,347	169,940	30,685	417,421	531,598	273,291	24,589	26,928	1,446	6,231	569	6,826	933	5,024	40,755	35,762	70,157	56,408	–	323	1,704,233
1858	2,450	325,031	51,130	341,661	153,408	33,851	3,466	16,964	100	240,934	154	10,776	15	10,597	203,324	7,264	47,541	210,073	–	3,528	1,662,267
1859	21,061	313,195	81,052	468,983	137,032	113,062	10,118	81,619	1	231,396	726	–	19,359	6,793	112,592	–	52,716	75,164	–	3,138	1,728,007
1860	26,913	128,475	150,975	424,640	233,523	211,897	8,115	79,964	3,743	137,250	–	6,470	3,118	5,266	539,826	–	22,595	129,392	–	4,636	2,116,798
Decennial Average	12·504	103·708	37·506	352·686	134·732	88·188	9·746	22·555	1·799	87·507	6·400	3·942	2·683	12·735	95·989	6·345	43·084	80·308	7·802	2·852	1,113·071
1861	7,712	216,702	44,841	263,269	172,437	130,509	908	23,608	17	66,565	–	5,862	4,629	2,493	176,380	–	87,828	187,835	1	3,325	1,400,921
1862	2,373	232,920	23,371	320,537	247,155	104,611	3,371	12,933	16,299	289,394	1,650	5,412	620	2,893	123,614	10,656	137,690	315,768	50	5,776	1,857,093
1863	735	67,381	19,727	352,252	329,701	171,584	2,990	23,418	8	492,724	–	4,436	501	2,727	64,955	37,690	119,427	333,112	42,071	2,493	2,067,932

GRAIN.—IMPORTS INTO THE UNITED KINGDOM—*continued.*

TABLE 3.—OATS (Imperial Quarters).

YEARS.	Russia, Northern Ports.	Russia, Southern Ports.	Sweden and Norway.	Denmark.	Prussia.	Hanse Towns.	Germany, Other Parts.	Holland.	Belgium.	France.	Italian States.	Turkish Dominions.	British North America.	Other Countries.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	26,451	- -	22,278	25,088	9,827	130	16,584	21,850	–	7	–	- -	82	- -	122,297
1842	67,024	- -	48,528	37,879	23,334	906	76,526	40,469	4,839	959	–	- -	729	79	301,272
1843	45,852	- -	2,457	15,519	1,769	194	4,077	14,191	–	10	–	- -	254	- -	84,323
1844	69,377	- -	26,194	54,867	72,762	1,355	29,103	39,842	1,598	501	–	- -	3,999	3	299,601
1845	148,347	- -	121,801	85,067	25,899	12,180	102,018	66,978	941	15,797	500	5	10,934	- -	590,467
1846	238,174	- -	77,210	171,421	35,437	19,043	116,636	113,816	583	4,219	1,322	- -	5,841	5,637	789,339
1847	959,378	4,146	72,140	228,514	81,642	25,130	114,656	114,300	12,675	3,409	12,795	5,334	30,614	40,975	1,705,708
1848	161,051	398	109,815	231,745	68,410	57,965	152,364	179,923	613	4,535	–	1	228	8	967,056
1849	239,828	- -	195,943	249,246	171,999	50,870	151,835	198,054	7,519	1,332	–	- -	197	283	1,267,106
1850	277,601	- -	137,685	273,718	88,255	13,401	199,863	160,189	655	2,926	–	- -	66	114	1,154,473
Decennial Average	223·308	·454	81·405	137·307	57·933	18·117	96·366	94·961	2·942	3·370	1·462	·534	5·295	4·710	728·164
1851	488,001	- -	118,852	196,033	35,773	13,385	127,605	77,001	–	140,636	–	70	–	1,173	1,198,529
1852	304,448	1,290	56,271	247,104	24,693	41,355	175,234	79,175	1	56,455	1,928	- -	1,333	- -	989,287
1853	370,059	- -	122,068	286,910	4,079	5,271	144,551	82,426	–	11,074	–	- -	1,740	231	1,028,409
1854	143,140	- -	215,844	243,015	23,437	30,699	178,938	171,124	1,372	1,634	–	- -	90	5,656	1,014,949
1855	- -	- -	367,676	346,413	28,133	17,106	184,036	86,363	1,790	1	–	- -	215	1,994	1,033,727
1856	331,321	693	208,429	165,459	23,225	37,184	136,677	210,597	10,695	–	–	16,762	5,752	54	1,146,848
1857	640,421	134,372	263,999	246,579	116,451	32,091	132,632	110,458	24,592	3,472	–	- -	5,025	207	1,710,299
1858	788,585	208,919	449,208	180,162	100,608	22,867	49,245	32,379	180	2,310	6,009	4,852	10,757	200	1,856,281
1859	793,243	108,616	463,924	204,027	20,769	3,444	15,490	30,692	48	25,931	5,779	1,250	4,295	77	1,677,585
1860	892,065	87,844	574,360	191,537	229,559	35,465	79,669	94,232	5,244	19,614	8,869	13,997	44,322	14,174	2,290,951
Decennial Average	475·128	54·173	284·063	230·724	60·673	23·887	122·408	97·445	4·392	26·113	2·258	3·693	7·353	2·377	1,394·687
1861	490,726	23,952	563,718	299,211	154,362	31,330	86,599	114,951	4,970	2,555	50	- -	74,137	13,220	1,859,781
1862	315,321	6,929	552,089	307,653	59,324	55,631	83,548	180,407	3,211	11,877	3	2,321	30,644	858	1,609,816
1863	385,040	- -	859,619	575,001	185,828	22,209	92,887	129,334	3,778	97,364	102	- -	9,292	1,577	2,362,031

TABLE 4.—MAIZE (Imperial Quarters).

YEARS.	Russia.	France.	Portugal and Azores.	Spain.	Italian States.	Malta.	Greece.	Wallachia and Moldavia.	Other Turkish Dominions.	Egypt.	Morocco.	British North America.	United States.	Other Countries.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	1,842	745	-	-	48	–	–	-	-	-	–	11	1,489	2	4,137
1842	617	2,828	-	-	14,097	606	–	-	729	35	29	228	13,933	2,704	35,806
1843	-	-	-	-	5	–	–	-	-	-	–	–	11	501	517
1844	2,540	4,095	-	-	5,667	285	–	-	2,315	-	–	–	21,895	267	37,064
1845	6,206	1,966	-	288	16,133	5,256	–	-	11,552	-	–	–	10,084	4,904	56,389
1846	14,554	39,106	71,249	5,740	235,648	9,169	8,513	29,361	14,626	3,797	150	143	245,648	28,102	705,806
1847	42,198	88,558	77,933	176,853	418,440	86,665	5,476	380,990	273,449	67,077	–	3,738	1,943,201	43,734	3,608,312
1848	15,220	64,030	34,929	10,021	97,505	17,715	15,109	217,366	147,349	6,518	–	–	940,658	9,101	1,575,521
1849	25,519	135,115	78,661	25,855	124,323	18,098	57,520	274,504	289,295	12,767	760	1,644	1,170,154	10,244	2,224,459
1850	19,721	102,978	75,311	19,982	73,328	4,969	8,712	145,028	203,428	71,808	-	1,530	538,155	12,121	1,277,071
Decennial Average	12·842	43·942	33·808	23·874	98·519	14·277	9·533	104·725	94·274	16·200	·94	·729	488·523	11·168	952·508
1851	98,176	164,127	26,278	34,659	287,105	11,002	3,252	454,592	293,588	127,692	–	4,377	295,978	6,810	1,807,636
1852	233,816	92,116	15,790	1,186	108,022	3,408	–	626,714	138,652	71,590	–	–	167,467	12,516	1,471,277
1853	180,554	229,879	37,180	3,813	64,099	6,266	5,083	373,790	335,664	36,998	14,631	512	233,824	22,190	1,544,483
1854	53,403	1,464	94,207	8,204	4,774	–	–	27,586	55,714	77,293	40,361	22,593	961,600	2,499	1,349,698
1855	-	26,775	10,956	2,134	114,548	–	154,492	13,368	66,015	76,369	46,962	5,825	672,644	25,245	1,215,333
1856	61,386	27,658	13,463	-	85,663	2,413	210,427	196,706	62,811	9,159	61,257	23,317	1,000,871	22,682	1,777,813
1857	313,430	31,480	-	756	37,077	1,972	–	205,185	102,488	15,876	2,815	6,678	412,894	20,132	1,150,783
1858	310,696	98,487	1,989	15,228	193,925	11,931	3,812	431,597	162,597	68,982	15,264	1,178	394,936	40,203	1,750,825
1859	253,278	55,153	98	427	144,218	21,773	36	555,771	186,292	72,915	8,890	343	3,364	11,745	1,314,303
1860	259,461	150,159	15,467	-	21,094	–	–	656,054	260,619	32,130	12,899	2,956	430,334	10,589	1,851,762
Decennial Average	176·420	87·730	21·543	6·641	106·052	5·877	37·710	354·136	166·445	58·900	20·308	6·778	457·391	17·461	1,523·392
1861	123,422	17,492	20,806	1,478	82,453	226	–	310,423	561,019	62,078	53,823	118,118	1,723,334	15,679	3,090,351
1862	218,183	3,077	2,738	-	-	–	–	125,242	397,744	54,995	68,419	332,707	1,519,402	6,284	2,728,791
1863	230,355	10,033	822	-	105,524	–	2,562	342,107	1,006,660	100,682	16,037	92,036	1,061,290	3,765	2,971,873

TABLE 5.—BEANS (Imperial Quarters).

YEARS.	Denmark	Prussia.	Germany.	Holland.	Belgium.	France.	Italian States.	Malta.	Egypt.	Morocco.	Other Countries.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	14,065	18,395	36,472	10,591	453	26,705	51,313	36,900	97,298	- -	1,497	293,689
1842	1,054	13,816	1,757	167	- -	4,733	22,465	13,883	67,677	309	582	126,443
1843	809	2,607	599	156	- -	163	4,488	- -	39,162	- -	- -	47,984
1844	4,626	8,600	19,674	26,723	5,387	258	10,780	14,674	62,202	- -	1,500	154,424
1845	7,544	- -	14,588	15,523	6,634	16,712	17,938	29,096	73,601	- -	3,025	184,661
1846	13,832	10,649	34,902	12,064	239	10,642	35,247	17,391	115,733	287	4,061	255,047
1847	7,374	5,874	36,292	16,937	1,483	3,880	10,877	27,105	319,361	- -	14,488	443,671
1848	10,484	8,819	76,609	39,288	4,957	29,639	6,101	8,634	300,656	- -	2,742	487,929
1849	9,867	17,747	65,143	58,743	14,064	34,178	2,004	3,031	246,234	- -	6,922	457,933
1850	13,741	16,280	84,081	38,636	7,293	36,518	14,817	850	227,027	- -	117	439,360
Decennial Average	8·339	10·279	37·012	21·883	4·051	16·343	17·603	15·156	154·895	·60	3·493	289·114
1851	2,838	8,101	26,092	9,437	37	31,066	22,275	3,645	213,928	- -	805	318,224
1852	5,857	3,683	32,334	14,681	9,532	28,213	16,607	1,616	257,188	- -	1,201	370,912
1853	11,980	6,835	49,026	28,309	8,664	21,776	3,327	1,309	205,879	5,172	7,319	349,596
1854	17,074	7,230	58,099	43,610	39,598	13,921	1,495	1,673	182,419	16,162	4,385	385,666
1855	14,216	11,492	37,471	3,587	55	29,553	7,845	- -	220,248	15,950	4,531	344,948
1856	5,271	6,151	47,506	23,765	4,499	959	8,826	985	244,483	7,930	2,843	353,218
1857	10,581	35,800	61,168	37,145	24,656	819	145	813	131,064	1,818	1,766	305,775
1858	5,290	14,322	48,563	14,264	17,587	59,228	14,454	819	198,316	29,014	10,174	412,031
1859	5,026	8,815	43,449	26,505	4,761	47,248	5,354	- -	168,720	29,069	5,529	344,476
1860	6,740	14,884	27,036	8,853	19,686	70,845	923	972	221,286	52,188	16,421	439,834
Decennial Average	8·487	11·731	43·074	21·016	12·908	30·363	8·125	1·183	204·353	15·730	5·498	362·468
1861	9,958	11,408	44,772	5,145	570	20,631	13,700	744	374,810	71,781	7,012	560,531
1862	2,735	8,648	24,754	3,368	- -	25,096	227	- -	342,104	64,606	3,794	475,332
1863	3,899	16,895	42,053	5,475	651	48,942	3,176	- -	319,287	41,119	3,349	484,846

TABLE 6.—PEAS (Imperial Quarters).

YEARS.	Russia.	Sweden and Norway.	Denmark.	Prussia.	Germany.	Holland.	Egypt.	Morocco.	British North America.	United States.	Other Countries.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	306	1,357	11,168	83,854	32,587	484	786	- -	16,571	5	1,446	148,564
1842	- -	1	4,541	68,108	1,765	17	2	- -	18,473	9	22	92,938
1843	1	531	15,545	19,896	3,317	43	- -	-	8,955	1	14	48,303
1844	749	2,042	21,043	37,777	29,041	88	899	- -	16,280	- -	82	108,001
1845	29	1,296	21,613	10,676	25,506	620	85	- -	22,482	203	1,430	83,940
1846	13,617	7,767	74,091	46,942	27,634	7,822	1,082	- -	27,164	1,727	4,772	212,618
1847	8,386	17,676	57,721	19,765	18,994	5,770	3,133	- -	16,363	7,496	2,314	157,618
1848	7,206	10,459	69,161	63,532	41,777	7,352	1,682	- -	13,317	316	1,212	216,014
1849	3,213	3,559	61,812	94,209	44,382	8,042	2,558	1	14,741	1,717	132	234,366
1850	3,915	576	57,805	79,447	21,426	1,378	1,153	- -	13,621	749	290	180,360
Decennial Average -	3·742	4·526	39·450	52·421	24·643	3·162	1·138	- -	16·797	1·222	1·171	148·272
1851	1,242	1,401	36,891	37,105	12,637	797	1	- -	8,388	88	849	99,399
1852	355	92	43,230	19,827	25,442	1,691	34	2	14,658	783	280	106,394
1853	3,922	977	44,842	11,929	17,642	2,248	- -	2	18,876	225	395	101,658
1854	878	7,004	52,290	15,441	17,554	1,992	- -	2,414	11,031	502	71	109,177
1855	- -	12,958	46,539	24,833	12,905	740	53	6,622	7,320	112	1,397	113,479
1856	6	2	21,115	8,487	5,004	1,946	109	8,836	33,922	5,582	1,073	86,082
1857	5,430	234	11,683	112,028	5,011	1,580	21	216	20,550	3,030	116	159,899
1858	7,573	3,226	26,849	61,622	6,510	1,075	779	54	43,907	4,868	1,512	157,975
1859	16,730	11,125	27,966	32,113	7,580	1,963	1,455	10,938	38,573	5,756	1,827	156,026
1860	21,787	8,950	5,102	114,011	8,035	813	2,310	857	121,513	29,737	1,086	314,201
Decennial Average -	5·792	4·597	31·651	43·740	11·832	1·484	·476	2·994	31·874	5·068	·861	140·369
1861	13,312	1,163	1,185	149,305	4,289	499	1,373	515	185,336	42,505	317	399,799
1862	5,383	104	3,804	87,179	4,970	1,334	3,543	4,414	100,100	15,255	1,630	227,716
1863	4,505	251	8,170	182,673	2,982	1,524	3,929	4,402	82,636	9,204	2,306	302,582

GRAIN.—IMPORTS INTO THE UNITED KINGDOM—*continued.*

TABLE 7.—RYE (Imperial Quarters).

YEARS.	Russia.	Denmark.	Prussia.	Germany.	Wallachia and Moldavia.	Other Turkish Dominions.	United States.	Other Countries.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	–	1,718	8,395	5,487	–	–	–	–	15,600
1842	–	–	2,690	4,324	–	–	468	7,026	14,508
1843	1	600	3,821	444	–	–	–	6	4,872
1844	771	6,433	19,266	11	–	–	5	46	26,532
1845	1	130	–	–	–	–	–	304	435
1846	784	–	–	219	–	–	35	724	1,762
1847	42,252	2,387	58	877	1,639	501	7,551	13,552	68,817
1848	–	18,856	28,351	5,742	–	1,050	–	8,637	62,636
1849	3,000	77,777	108,888	16,460	2,047	1,042	–	31,342	240,356
1850	848	13,071	57,015	9,616	2,442	–	–	10,845	93,837
Decennial Average	4·766	12·097	22·848	4·318	·613	·259	·806	7·248	52·955
1851	3,101	4,019	7,120	12	3,079	2,476	–	4,802	24,609
1852	6,912	297	–	63	968	1,261	58	408	9,967
1853	22,149	337	–	2	14,164	29,203	–	10,672	76,527
1854	3,128	285	404	1,124	–	737	20	218	5,916
1855	–	505	–	7	–	299	–	1,547	2,358
1856	3,862	867	17,489	1,815	–	–	2,650	1,298	27,981
1857	23,792	10,507	36,894	1,263	3	–	1,895	1,694	76,048
1858	26,892	13,506	42,001	198	10,066	2,708	–	8,149	103,520
1859	12,762	8,923	40,330	1	6,622	5,625	–	6,889	81,152
1860	45,567	4,516	24,262	772	12,194	1,907	–	7,623	96,841
Decennial Average	14·817	4·376	16·850	·525	4·710	4·422	·462	4·330	50·492
1861	32,848	3,253	12,235	1,534	2,642	1,630	–	–	54,142
1862	4	–	1,058	96	–	194	127	215	1,694
1863	1,935	2	14,947	12	–	5,077	–	440	22,413

TABLE 8.—BUCKWHEAT (Imperial Quarters).

YEARS.	Denmark.	Germany.	France.	Other Countries	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	–	–	–	3	3
1842	–	1	–	8	9
1843	–	1	–	1	2
1844	343	–	3,378	186	3,907
1845	468	–	987	315	1,770
1846	4,470	5,165	11,858	1,454	22,947
1847	12,132	40	8,577	2,168	22,917
1848	–	81	–	116	197
1849	10	91	163	43	307
1850	–	145	104	46	295
Decennial Average	1·742	·552	2·507	·434	5·235
1851	3	4	1,454	16	1,477
1852	–	2	8,048	34	8,084
1853	–	2	7,042	29	7,073
1854	14	255	–	18	287
1855	–	234	–	106	340
1856	–	72	–	19	91
1857	–	170	4	14	188
1858	51	53	3,278	264	3,646
1859	–	97	15,821	294	16,212
1860	–	–	15,267	6	15,273
Decennial Average	·7	·89	5·091	·80	5·267
1861	–	458	238	18	714
1862	1	157	5,303	19	5,480
1863	–	54	23,132	35	23,221

TABLE 9.—WHEATMEAL AND FLOUR. (Cwts.)

YEARS.	Russia.	Denmark.	Prussia.	Hanse Towns.	Germany, Other Parts.	Holland.	Belgium.	France.	Spain.	Italian States.	Australia.	British North America.	United States.	Other Countries.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1841	73	8,811	27,490	16,332	253	35	13,613	161,071	2,605	16	4	628,914	359,744	44,165	1,263,126
1842	10	72	4,079	4,807	–	502	14	164,690	137	4,087	–	524,042	380,933	46,479	1,129,852
1843	5	887	5,164	2,298	–	–	–	48	2	–	6	326,162	91,317	10,989	436,878
1844	7	834	774	6,177	–	–	–	13	2	15	493	671,814	292,011	8,505	980,645
1845	44	2,950	2,788	1,703	1	–	–	12,866	57	249	4,022	667,581	246,341	7,262	945,864
1846	40	607	3,463	6,772	–	3	36	7,558	27,837	4,802	622	905,383	2,229,580	3,726	3,190,429
1847	26,053	4,714	8,726	20,611	693	983	35,886	120,212	31,706	23,315	1,101	1,084,608	4,936,131	34,319	6,329,058
1848	2,451	181	21,374	4,667	–	1,380	23,328	362,202	1	987	1,153	556,971	762,712	17,042	1,754,449
1849	1,417	1,219	5,970	4,502	89	15,402	64,857	1,006,258	5	3,653	1,517	458,386	1,769,107	17,457	3,349,839
1850	1,140	1,459	10,217	27,569	–	54,146	4,172	1,925,175	332	11,700	1,301	250,672	1,527,158	4,399	3,819,440
Decennial Average	3,124	2,173	9,004	9,544	104	7,245	14,191	376,009	6,268	4,883	1,022	607,454	1,259,503	19,434	2,319,958
equal to Imperial Quarters	893	621	2,573	2,727	29	2,070	4,055	107,431	1,791	1,395	292	173,558	359,858	5,552	662,845
1851	1,793	281	1	13,065	2	15,765	3,770	2,391,666	334	17,688	199	378,166	2,482,964	8,720	5,314,414
1852	570	3	1,241	18,115	1	2,412	41	880,833	21,422	38,154	29	264,247	2,619,135	18,970	3,865,173
1853	948	7,038	3,999	71,586	–	554	525	854,730	258,416	73,525	3,549	292,076	3,043,107	11,453	4,621,506
1854	1,781	13,486	7,743	85,255	2,157	997	6,969	219,783	481,987	62,613	72,083	115,030	2,570,970	5,651	3,646,505
1855	22	15,100	13,167	103,675	66	6,217	8,664	88,196	847,558	50,100	2,772	10,928	684,126	73,633	1,904,224
1856	24,233	3,014	255	130,014	190	2,805	2,206	69,841	460,823	14,110	279	304,115	2,892,518	65,697	3,970,100
1857	6,908	4,368	12,821	139,990	1,150	853	10,009	327,114	17,003	1,222	1,863	179,077	1,464,867	10,903	2,178,148
1858	754	5,877	10,595	167,113	1,680	2,089	5,894	1,628,248	584	2,434	1,650	212,758	1,764,795	51,656	3,856,127
1859	369	10,373	969	234,898	8,351	4,909	10,140	2,698,186	5,526	1,504	372	113,358	216,462	22,407	3,328,324
1860	17,338	27,678	7,945	270,980	10,850	1,448	2,989	1,751,043	284,126	11,110	462	412,658	2,254,232	33,361	5,086,220
Decennial Average	5,472	8,772	5,874	123,469	2,444	3,805	5,121	1,090,964	237,778	27,246	8,326	228,241	1,999,317	30,245	3,777,074
equal to Imperial Quarters	1,564	2,506	1,678	35,277	698	1,087	1,463	311,704	67,937	7,785	2,379	65,212	571,233	8,641	1,079,164
1861	21,988	20,357	7,250	279,609	12,468	1,937	4,922	460,775	467,872	103,166	436	805,339	3,794,865	171,954	6,152,938
1862	3,817	13,563	2,483	256,972	3,245	3,441	12,648	790,040	253,498	44,252	84,518	1,108,591	4,499,534	130,511	7,207,113
1863	3,703	30,069	10,724	306,217	8,675	565	7,719	1,367,938	9,111	31,719	16,663	883,352	2,531,822	10,699	5,218,976

MEAL.—IMPORTS INTO THE UNITED KINGDOM.

TABLE 10.—OATMEAL, MAIZE-MEAL, RYE-MEAL, BARLEY-MEAL, BUCKWHEAT-MEAL, and other kinds of MEAL, exclusive of WHEATMEAL and FLOUR. (Cwts.)

YEARS.	Russia.	Denmark.	Prussia.	Hanse Towns.	Germany, Other Parts.	Holland.	Belgium.	France.	Spain.	Italy.	Australia.	British North America.	United States.	Other Countries.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1841	-	36	–	26	-	–	-	–	–	–	-	12,464	1	3	12,530
1842	-	-	–	121	-	–	-	1,656	–	–	-	19,221	5	-	21,003
1843	-	-	–	24	-	–	-	–	–	–	-	5,473	1	87	5,585
1844	-	76	–	101	-	–	-	–	–	–	-	3,419	146	314	4,056
1845	-	113	–	35	-	–	-	–	–	–	-	2,352	38	514	3,052
1846	68	12,945	–	2,143	-	8	-	2	34	1	-	9,612	131,899	424	157,136
1857	723,228	6,468	8,171	37,366	262	5,250	967	10,641	276	2,525	-	53,834	1,419,532	36,414	2,304,934
1848	1,321	5,041	15,586	4,505	265	1,692	4,565	6,302	192	–	-	7,734	197,509	31,076	275,788
1849	4	27	11,242	6,889	26	94	838	1,334	48	94	-	37,492	103,459	454	162,001
1850	6	12	–	234	-	4	55	92	–	2	-	393	17,319	451	18,568
Decennial Average	72,463	2,472	3,500	5,144	55	705	642	2,003	55	262	-	15,199	186,991	6,974	296,465
equal to Imperial Quarters.	19,147	756	936	1,627	16	196	152	567	16	71	-	9,400	54,353	2,640	89,877
1851	6,445	28	–	311	-	1	-	97	–	1	-	1,462	10,572	38	18,955
1852	14	15	–	61	-	25	-	206	1	26	-	208	943	47	1,546
1853	4	-	–	36	-	18	3	139	22	1	-	324	15,634	323	16,504
1854	-	71	2	78	-	92	1	2	–	3	92	61	55,672	2,581	58,655
1855	264	501	1	978	-	53	15	1,575	–	946	28	184	9,870	3,679	18,094
1856	1,256	-	1	3,000	2	113	264	31	–	7	-	5,211	10,189	1,193	21,267
1857	4,278	2	–	447	-	136	10	19	–	3	32	26	1,058	17	6,028
1858	46	10	2,259	87	-	248	-	1,353	6	35	7	379	5,024	415	9,869
1859	2	-	–	95	972	144	-	–	–	44	26	561	1,957	34	3,835
1860	17,112	5	891	248	-	122	-	8	2	–	6	37,971	12,586	2,393	71,344
Decennial Average	2,942	63	315	534	98	95	29	343	3	107	19	4,639	12,351	1,072	22,610
equal to Imperial Quarters.	794	21	83	152	27	39	9	140	1	31	10	2,917	3,863	326	8,413
1861	48	-	77	514	1	120	-	43	5	1	2	49,514	47,034	62	97,421
1862	15	1	–	539	626	260	-	82	1	–	32	7,943	7,994	442	17,935
1863	4	1	–	673	50	123	-	43	50	1	17	1,118	9,060	949	12,089

TABLE 11.—MEAL and FLOUR of WHEAT, MAIZE, BARLEY, OATS, RYE, and other Kinds of MEAL and FLOUR. (Cwts.)

YEARS.	Russia.	Denmark.	Prussia.	Hanse Towns.	Germany, other Parts.	Holland.	Belgium.	France.	Spain.	Italy.	Australia.	British North America.	United States.	Other Countries.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1841 - - -	73	8,847	27,490	16,358	253	35	13,613	161,071	2,605	16	4	641,378	359,745	44,168	1,275,656
1842 - - -	10	72	4,079	4,928	- -	502	14	166,346	137	4,087	- -	543,263	380,938	46,479	1,150,855
1843 - - -	5	887	5,164	2,322	- -	–	–	48	2	–	6	331,635	91,318	11,076	442,463
1844 - - -	7	910	774	6,278	- -	–	–	13	2	15	493	675,223	292,157	8,819	984,701
1845 - - -	44	3,063	2,788	1,738	1	–	–	12,866	57	249	4,022	669,933	246,379	7,776	948,916
1846 - - -	108	13,552	3,463	8,915	- -	11	36	7,560	27,871	4,803	622	914,995	2,361,479	4,150	3,347,565
1847 - - -	749,281	11,182	16,897	57,977	955	6,233	36,853	130,853	31,982	25,840	1,101	1,138,442	6,355,663	70,733	8,633,992
1848 - - -	3,772	5,222	36,960	9,172	265	3,072	27,893	368,504	193	987	1,153	564,705	960,221	48,118	2,030,237
1849 - - -	1,421	1,246	17,212	11,391	115	15,496	65,695	1,007,592	53	3,747	1,517	495,878	1,872,566	17,911	3,511,840
1850 - - -	1,146	1,471	10,217	27,803	- -	54,150	4,227	1,925,267	332	11,702	1,301	251,065	1,544,477	4,850	3,838,008
Decennial Average	75,587	4,645	12,504	14,688	159	7,950	14,833	378,012	6,323	5,145	1,022	622,653	1,446,494	26,408	2,616,423
equal to Imperial Quarters	20,040	1,377	3,509	4,354	45	2,266	4,207	107,998	1,807	1,466	292	182,958	414,211	8,192	752,722
1851 - - -	8,238	309	1	13,376	2	15,766	3,770	2,391,763	334	17,689	199	379,628	2,493,536	8,758	5,333,369
1852 - - -	584	18	1,241	18,176	1	2,437	41	881,039	21,423	38,180	29	264,455	2,620,078	19,017	3,866,719
1853 - - -	952	7,038	3,999	71,622	- -	572	528	854,869	258,438	73,526	3,549	292,400	3,058,741	11,776	4,638,010
1854 - - -	1,781	13,557	7,745	85,333	2,157	1,089	6,970	219,785	481,987	62,616	72,175	115,091	2,626,642	8,232	3,705,160
1855 - - -	286	15,601	13,168	104,653	66	6,270	8,679	89,771	847,558	51,046	2,800	11,112	693,996	77,312	1,922,318
1856 - - -	25,489	3,014	256	133,014	192	2,918	2,470	69,872	460,823	14,117	279	309,326	2,902,707	66,890	3,991,367
1857 - - -	11,186	4,370	12,821	140,437	1,150	989	10,019	327,133	17,003	1,225	1,895	179,103	1,465,925	10,920	2,184,176
1858 - - -	800	5,887	12,854	167,200	1,680	2,337	5,894	1,629,601	590	2,469	1,657	213,137	1,769,819	52,071	3,865,996
1859 - - -	371	10,873	969	234,993	9,323	5,053	10,140	2,698,186	5,526	1,548	398	113,919	218,419	22,441	3,332,159
1860 - - -	34,450	27,683	8,836	271,228	10,850	1,570	2,989	1,751,051	284,128	11,110	468	450,629	2,266,818	35,754	5,157,564
Decennial Average	8,414	8,835	6,189	124,003	2,542	3,900	5,150	1,091,307	237,781	27,353	8,345	232,880	2,011,668	31,317	3,799,684
equal to Imperial Quarters.	2,358	2,527	1,761	35,429	725	1,126	1,472	311,844	67,938	7,816	2,389	68,129	575,096	8,967	1,087,577
1861 - - -	22,036	20,357	7,327	280,123	12,469	2,057	4,922	460,818	467,877	103,167	438	854,853	3,841,899	172,016	6,250,359
1862 - - -	3,832	13,564	2,483	257,511	3,871	3,701	12,648	790,122	253,499	44,252	84,550	1,116,534	4,507,528	130,953	7,225,048
1863 - - -	3,707	30,070	10,724	306,890	8,725	688	7,719	1,367,981	9,161	31,720	16,680	884,470	2,540,882	11,648	5,231,065

TABLE 12.—GRAND TOTAL of all kinds of GRAIN and CORN, FLOUR, and MEAL (in Quarters), and ESTIMATED VALUE for each Year.

YEARS.	Russia, Northern Ports.	Russia, Southern Ports.	Sweden and Norway.	Denmark.	Prussia.	Hanse Towns.	Germany, Other Parts.	Holland.	Belgium.	France.	Spain.	Austrian Italy.	Other Parts of Italy.	Malta.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
1841	48,129	82,146	29,520	372,776	1,086,948	424,832	382,171	138,275	28,826	255,127	36,043	24,424	139,642	50,551
1842	98,216	260,480	48,549	152,164	876,303	99,932	194,225	49,865	6,217	546,958	68,364	68,021	576,803	128,421
1843	51,800	30,377	11,583	232,370	719,459	40,568	99,940	15,248	338	3,998	3	2,103	7,595	3,155
1844	97,142	104,292	70,736	656,575	981,374	129,803	215,224	80,216	13,947	61,642	14	48,149	48,578	25,350
1845	159,591	30,670	130,286	354,184	524,015	117,407	257,955	84,735	9,650	84,420	11,562	36,601	59,137	57,458
1846	301,624	172,186	86,329	563,518	512,333	118,707	265,459	142,379	21,452	142,754	82,872	221,904	246,386	41,399
1847	1,620,025	531,742	122,583	691,687	650,931	186,737	231,534	180,646	54,050	295,185	208,842	303,507	215,653	232,043
1848	371,829	342,823	139,152	1,002,313	871,777	669,353	408,932	436,129	192,698	494,288	11,004	119,811	69,291	43,682
1849	340,633	572,735	218,802	1,311,086	1,354,691	596,673	416,023	586,739	391,496	1,019,410	26,370	264,957	141,077	30,570
1850	363,779	589,250	139,276	1,077,735	1,343,780	392,853	457,844	495,614	209,897	1,328,922	22,177	99,767	110,482	17,787
Decennial Average	345,277	271,670	99,681	641,441	892,161	277,687	292,931	220,985	92,857	423,270	46,725	118,924	161,464	63,033
1851	572,257	762,160	122,191	843,007	930,168	143,476	336,690	153,774	69,087	1,591,377	34,825	163,239	392,666	44,630
1852	343,949	957,877	57,638	770,194	554,703	167,858	339,734	221,563	45,707	745,162	15,951	113,902	80,072	63,519
1853	634,404	1,070,483	131,481	947,116	1,177,764	305,011	363,076	170,762	25,042	714,242	144,008	109,364	128,391	56,014
1854	168,847	539,856	271,380	876,269	728,974	420,489	365,190	250,358	127,718	224,712	231,503	86,051	31,896	19,818
1855	1	173	454,576	1,030,402	605,635	300,337	411,018	152,894	38,166	110,065	446,593	142,945	122,534	7,577
1856	826,320	389,394	230,480	635,459	351,993	397,209	242,691	286,333	43,786	61,268	181,393	176,211	85,361	11,707
1857	967,320	1,034,897	300,867	985,486	1,703,131	605,226	342,555	221,509	102,495	174,158	9,947	47,742	6,692	8,382
1858	963,990	1,318,403	514,249	868,986	1,001,563	299,445	209,172	147,549	97,594	1,695,405	22,945	204,598	65,043	24,493
1859	1,020,461	1,384,030	593,636	1,022,255	1,011,048	298,494	175,034	192,808	124,411	2,249,430	3,574	138,831	58,210	36,146
1860	1,179,288	1,593,547	769,450	905,296	1,768,276	521,551	290,725	214,907	37,701	1,446,421	126,049	103,693	23,819	15,899
Decennial Average	667,684	905,082	344,595	888,447	983,325	345,910	307,589	201,246	71,171	901,224	121,679	128,658	99,468	28,818
1861	674,371	1,282,127	625,185	810,849	1,532,783	489,079	241,637	161,991	11,280	420,215	300,843	273,502	69,597	4,640
1862	477,307	1,632,064	580,863	785,224	1,854,561	409,518	194,364	201,105	23,458	787,142	74,101	212,659	23,360	3,483
1863	544,227	1,193,161	886,723	1,076,070	1,751,012	379,584	208,320	162,529	9,975	1,099,714	2,659	125,215	19,692	2,742

TABLE 12.—GRAND TOTAL of all kinds of GRAIN and CORN, FLOUR and MEAL (in Quarters), and ESTIMATED VALUE for each Year—*continued.*

YEARS.	Wallachia and Moldavia.	Syria.	Other Turkish Dominions.	Egypt.	Algeria.	Morocco.	Australia.	British North America.	United States.	Other Countries.	TOTAL.	Estimated Value for each Year.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	£.
1841	- -	- -	1,337	104,813	- -	- -	2	275,112	114,832	32,057	3,627,563	*See* Note.
1842	- -	115	15,674	105,372	- -	338	- -	214,918	139,422	46,922	3,697,279	—
1843	- -	- -	976	53,085	- -	599	1,292	126,973	26,103	6,211	1,433,776	—
1844	- -	- -	26,388	96,046	- -	- -	4,210	258,786	107,812	4,396	3,030,680	—
1845	- -	864	36,821	74,873	- -	- -	14,038	267,974	104,058	13,616	2,429,915	—
1846	41,135	- -	38,080	128,444	- -	1,731	20,347	367,455	1,106,890	128,790	4,752,174	—
1847	463,212	3,363	449,905	542,034	- -	1	13,691	485,644	4,288,241	144,331	11,915,587	—
1848	227,335	- -	188,583	358,482	- -	1	5,614	203,914	1,290,303	81,158	7,528,472	—
1849	325,128	24,058	399,918	392,727	701	761	15,462	181,622	1,816,425	241,597	10,669,661	—
1850	217,505	22,083	254,445	558,063	- -	- -	14,585	95,860	1,082,755	125,131	9,019,590	—
Decennial Average -	127,432	5,048	141,213	241,394	70	343	8,924	247,826	1,007,684	82,430	5,810,470	—
1851	624,243	54,199	420,738	958,995	1,492	- -	103	143,378	1,211,365	43,966	9,618,026	—
1852	713,876	16,377	196,019	777,745	3,746	570	12	126,240	1,400,556	33,699	7,746,669	—
1853	665,106	24,075	720,009	643,129	30,637	19,810	1,026	189,357	1,821,484	81,344	10,173,135	—
1854	147,090	18,053	285,030	588,969	46,021	58,987	20,668	84,757	2,136,223	180,685	7,909,544	21,760,282
1855	23,199	7,532	153,690	746,801	2,406	71,641	832	31,110	1,122,073	296,613	6,278,813	17,508,700
1856	332,512	38,093	308,747	806,369	7	82,600	108	265,379	3,117,678	468,327	9,339,425	23,039,422
1857	270,320	41,885	170,779	421,354	- -	7,022	940	198,222	1,487,464	60,787	9,169,180	19,380,567
1858	783,295	15,696	447,592	780,270	- -	44,347	671	217,631	1,500,481	70,287	11,293,705	20,152,641
1859	705,290	800	312,134	674,257	- -	48,898	147	82,499	109,275	29,106	10,270,774	18,042,063
1860	1,315,870	- -	462,118	476,446	- -	65,947	159	494,402	2,624,005	59,407	14,494,976	31,671,918
Decennial Average -	558,080	21,671	347,686	687,433	8,431	39,982	2,467	183,297	1,653,060	132,422	9,629,425	—
1861	625,943	55	849,249	866,349	2,081	126,120	163	1,188,839	5,398,176	139,840	16,094,914	34,918,639
1862	358,470	26,613	999,381	1,300,893	596	137,792	42,945	1,646,146	6,553,712	116,034	18,441,791	37,772,194
1863	437,679	37,768	1,412,253	1,079,311	42,221	63,678	6,549	920,071	3,807,035	84,371	15,352,559	25,955,939

Office of the Inspector General of Imports and Exports,
Custom House, London, 10 June 1864.

John A. Messenger.

Note.—No Estimate of the Real Value of the Corn and Meal imported into the United Kingdom can be given, on official authority, for any year prior to 1854; the arrangement now in force for the ascertainment of the Average Prices of imported commodities generally, having been first brought to bear on the trade of that year.

GRAIN AND CORN.

RETURNS showing the Total Quantity of all Kinds of GRAIN and CORN (viz., Wheat, Barley, Oats, Maize, Rye, Pease, Beans, and other kinds of Grain), also FLOUR and MEAL IMPORTED from FOREIGN PARTS, specifying each Country respectively, in the Twenty-three Years from 1841 to 1863; the Decennial Average for the Two Epochs, 1841–50 and 1851–60: and, the Estimated Value of the Total Imports for each Year.

(*Mr. Caird.*)

Ordered, by The House of Commons, *to be Printed,*
14 *June* 1864.

Under 2 *oz.*

HOPS.

RETURN to an Order of the Honourable The House of Commons, dated 24 February 1864;—*for*,

A RETURN "showing the Average Amount of DUTY charged on BRITISH and FOREIGN HOPS, in the Ten Years preceding the Repeal of the Duty, calculated at Threehalfpence per Pound, and the Net Amount realised from the increased LICENSE DUTY charged on BREWERS in lieu of the HOP DUTY, in the Year ended the 31st day of March 1863."

Average Amount of Duty on Hops, in the Ten Years preceding the Repeal of the Duty, at Threehalfpence per Pound.			Net Amount realised from the Increased Rate of Brewers' Licenses, in the Year ended 31 March 1863.
British.	Foreign.	TOTAL.	
£.	£.	£.	£.
272,672	21,862	294,534	224,604

Inland Revenue Office,
23 February 1864.

W. M. Moxon,
Chief Accountant.

HOPS.

RETURN showing the Average Amount of Duty charged on British and Foreign Hops, in the Ten Years preceding the Repeal of the Duty, calculated at Threehalfpence per Pound, and of the increased License Duty charged on Brewers in lieu of the Hop Duty, in the Year ended the 31st March 1863.

(*Mr. Chancellor of the Exchequer.*)

Ordered, by The House of Commons, *to be Printed,*
24 *February* 1864.

HOPS.

RETURN to an Order of the Honourable The House of Commons, dated 21 April 1864;—*for*,

RETURNS "of the Quantity of HOPS Imported into the UNITED KINGDOM from the 16th day of September to the 31st day of December 1862, from the 1st day of January to the 30th day of June, from the 1st day of July to the 31st day of December 1863, and from the 1st day of January to the 31st day of March 1864, distinguishing the Ports where Imported, and the Countries whence Exported:"

"Of the Quantity of FOREIGN HOPS Exported from the UNITED KINGDOM, from and to the same Dates, distinguishing the Countries to which the same have been Exported, and the Quantities to each Country:"

"And, of the Quantity of BRITISH HOPS Exported from and to the same Dates, distinguishing the Countries to which the same have been Exported, and also the Quantities to each Country, with the Dates of the Years in which the HOPS were grown (in continuation of Parliamentary Paper, No. 62, of Session 1863)."

AN ACCOUNT of the Quantity of HOPS Imported into the UNITED KINGDOM from the 16th day of September to the 31st day of December 1862, from the 1st day of January to the 30th day of June, from the 1st day of July to the 31st day of December 1863, and from the 1st day of January to the 31st day of March 1864, distinguishing the Ports where Imported, and the Countries whence Exported.

		Quantities of Foreign Hops Imported into the United Kingdom.				
		From 16 September to 31 December 1862.	From 1 January to 30 June 1863.	From 1 July to 31 December 1863.	From 1 January to 31 March 1864.	TOTAL Import from 16 September 1862 to 31 March 1864.
		Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Ports into which Imported.	London	75,856	43,086	54,475	21,602	195,019
	Liverpool	22,769	19,342	9,262	16,088	67,461
	Hull	4,753	741	7,706	1,606	14,806
	Folkestone	485	692	1,769	290	3,236
	Goole	278	20	320	133	751
	Grimsby	2,061	98	4,080	897	7,136
	Hartlepool	979	12	248	182	1,421
	Harwich	-	-	1,207	1,179	2,386
	Newcastle	6	24	45	-	75
	Newhaven	-	865	-	-	865
	Southampton	-	102	700	260	1,062
	Glasgow	417	230	-	37	684
	Leith	1,598	1,507	727	952	4,784
	Dublin	-	23	-	-	23
		109,202	66,742	80,539	43,226	299,709
Countries from which Imported.	Russia, Ports within the Baltic.	151	-	20	-	171
	Norway	-	-	36	-	36
	Denmark, viz., Duchies of Slesvig and Holstein.	-	-	-	1,061	1,061
	Prussia	-	-	19	-	19
	Hanover	3,012	615	272	500	4,399
	Hamburg	23,540	9,464	20,567	1,443	55,014
	Bremen	10,543	7,083	4,848	3,110	25,584
	Holland	7,322	987	8,742	2,168	19,219
	Belgium	14,336	3,611	15,523	7,709	41,179
	France, Ports without the Mediterranean.	10,188	5,565	11,134	5,078	31,965
	Malta	-	-	4	-	4
	South Australia	-	-	-	3	3
	Canada	254	-	257	-	511
	Bermudas	-	-	14	-	14
	United States on the Atlantic, Northern Ports.	39,816	39,417	19,103	22,154	120,490
	United States on the Atlantic, Southern Ports.	40	-	-	-	40
		109,202	66,742	80,539	43,226	299,709

AN ACCOUNT of the Quantity of FOREIGN HOPS Exported from the UNITED KINGDOM from the 16th day of September to the 31st day of December 1862, from the 1st day of January to the 30th day of June, from the 1st day of July to the 31st day of December 1863, and from the 1st day of January to the 31st day of March 1864, distinguishing the Countries to which the same have been Exported, and the Quantities to each Country.

COUNTRIES TO WHICH EXPORTED.	Quantities of Foreign Hops Exported from the United Kingdom.				
	From 16 September to 31 December 1862.	From 1 January to 30 June 1863.	From 1 July to 31 December 1863.	From 1 January to 31 March 1864.	TOTAL Export from 16 September 1862 to 31 March 1864.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Sweden, Ports without the Baltic	39	- -	- -	- -	39
Prussia - - - - -	- -	- -	34	- -	34
Hamburg - - - -	117	179	212	27	535
Bremen - - - - -	- -	790	- -	- -	790
Holland - - - - -	9	24	282	451	766
Belgium - - - - -	1,215	1,979	1,154	1,004	5,352
France, Ports without the Mediterranean.	6	120	- -	25	151
Malta - - - - -	- -	- -	- -	2	2
Cape of Good Hope - - -	- -	- -	2	- -	2
British India:					
Madras - - - -	- -	- -	57	- -	57
Bengal - - - -	- -	192	114	8	314
British Australia:					
South Australia - -	- -	- -	176	- -	176
Victoria - - - -	- -	5	48	- -	53
New South Wales - -	- -	- -	- -	160	160
New Zealand - - -	6	- -	- -	13	19
United States on the Atlantic:					
Northern Ports - -	171	215	- -	- -	386
TOTAL - - -	1,563	3,504	2,079	1,690	8,836

AN ACCOUNT of the Quantity of BRITISH HOPS Exported from the UNITED KINGDOM from the 16th day of September to the 31st day of December 1862, from the 1st day of January to the 30th day of June, from the 1st day of July to the 31st day of December 1863, and from the 1st day of January to the 31st day of March 1864; distinguishing the Countries to which the same have been Exported, and the Quantities to each Country.

COUNTRIES TO WHICH EXPORTED.	Quantities of British Hops Exported from the United Kingdom.				
	From 16 September to 31 December 1862.	From 1 January to 30 June 1863.	From 1 July to 31 December 1863.	From 1 January to 31 March 1864.	TOTAL Exports from 16 September 1862 to 31 March 1864.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Russia, Northern Ports	154	-	81	-	235
Russia, Southern Ports	-	-	34	-	34
Sweden	8	-	156	-	164
Norway	-	-	-	15	15
Hamburg	20	13	35	-	68
Bremen	30	-	47	-	77
Holland	243	145	377	5	770
Belgium	402	152	282	381	1,217
Channel Islands	1,105	44	205	42	1,396
France	-	25	58	11	94
Portugal and Madeira	1	7	7	6	21
Spain and the Canaries	6	2	5	-	13
Gibraltar	4	3	-	11	18
Malta	7	12	13	4	36
Ionian Islands	6	9	7	7	29
European Turkey	2	-	32	31	65
Egypt	45	-	344	2	391
British Possessions in South Africa	70	144	99	23	336
British India	15	153	274	192	634
Australia	2,801	6,324	8,519	2,581	20,225
British North America	58	4	85	-	147
British West Indies	4	2	6	2	14
United States, Northern Atlantic Ports	24	25	24	92	165
New Granada	-	3	8	-	11
Peru	-	-	-	16	16
Brazil	6	40	12	2	60
Other Countries	9	7	9	-	25
TOTAL	5,020	7,114	10,719	3,423	26,276

Note.—In this account of British Hops exported since the repeal of the duty, it has not been possible to exhibit the dates of the years in which the hops were grown; no information on that point being afforded by the entries passed at the Custom House, and the Department of Inland Revenue having ceased to take cognisance of the exportations.

Office of the Inspector-General of Imports and Exports,
Custom House, London, 7 May 1864.

John A. Messenger.

HOPS.

RETURNS of the Quantity of Hops Imported into the United Kingdom from 16 September to 31 December 1862, from 1 January to 30 June, from 1 July to 31 December 1863, and from 1 January to 31 March 1864, distinguishing the Ports where Imported and the Countries whence Exported; of the Quantity of Foreign Hops Exported from the United Kingdom from and to the same Dates; and, of the Quantity of British Hops Exported from and to the same Dates, &c.

(*Mr. Locke.*)

Ordered, by The House of Commons *to be Printed,*
10 *May* 1864.

Under 1 *oz.*

EXCISE AND CUSTOMS (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 11 February 1864;—*for*,

RETURN "of all Articles IMPORTED into *Ireland* from Foreign Countries and the British Possessions Abroad, during each of the last Five Years, showing the Computed Value of each, and their Total Amount:"

"Similar RETURN of all Articles EXPORTED from *Ireland* to Foreign Countries and the British Possessions Abroad, with the Declared or Computed Value of each, and their Total Amount:"

"RETURN of the Quantities of CORN and MEAL, whether of Native or of Foreign Growth, distinguishing the several sorts, IMPORTED into *Ireland* from *Great Britain* in each of the last Five Years, with the Computed Value thereof:"

"And, similar RETURN of CORN and MEAL EXPORTED from *Ireland* to *Great Britain*."

(*Colonel Dunne.*)

Ordered, by The House of Commons, *to be Printed*,
19 *April* 1864.

RETURN of all ARTICLES IMPORTED into *Ireland* from Foreign Countries and the British Possessions Abroad, during each of the last Five Years, showing the Computed Value of each, and their Total Amount.

IMPORTS into *Ireland* from Foreign Countries and British Possessions Abroad.

ARTICLES.	QUANTITIES IMPORTED.					COMPUTED REAL VALUE.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
						£.	£.	£.	£.	£.
Alkali: Barilla - - - - *Cwts.*	18,180	12,120	18,981	18,457	11,535	12,731	10,589	9,016	8,767	5,479
„ Ashes, pearl and pot - - „	97	80	- -	60	114	131	114	- -	98	172
Almonds, sweet - - - - „	172	90	193	140	124	713	395	1,633	578	543
Alum - - - - - - „	- -	1,015	1,639	- -	360	- -	305	410	- -	105
Animals, living; oxen and bulls - *Number*	- -	- -	- -	- -	15	- -	- -	- -	- -	230
Apples, raw - - - - - *Bushels*	781	784	5,959	15,208	16,896	300	219	1,117	4,182	3,284
Asphaltum - - - - - *Tons*	- -	269	- -	- -	- -	- -	2,690	—	—	—
Bacon and hams - - - - *Cwts.*	8	75	547	8,911	11,520	22	236	1,337	16,238	15,504
Bark, for tanners' or dyers' use - „	91,088	60,882	23,555	9,561	18,113	34,158	28,320	10,327	3,891	8,472
„ Peruvian - - - - „	- -	53	- -	- -	- -	- -	914	—	—	—
Basket rods - - - - - *Bundles*	616	2,934	- -	- -	- -	36	179	—	—	—
Beef, salted - - - - - *Cwts.*	539	389	276	2,669	903	1,147	610	451	4,749	1,294
Berries, yellow - - - - „	- -	- -	- -	35	155	- -	- -	- -	98	349
Bones of animals and fish - - *Tons*	779	1	552	801	640	3,869	5	2,754	4,653	3,411
Books - - - - - - *Cwts.*	14	11	5	11	3	196	158	57	40	34
Bran and pollard - - - - „	6,180	6,198	3,868	1,600	7,286	1,545	1,485	967	400	1,822
Brimstone - - - - - „	12,360	11,237	1,290	6,220	8,862	5,047	5,953	500	3,011	2,954
Butter - - - - - - „	- -	110	21	100	2	- -	503	96	420	8
Canes, unenumerated - - - *Number*	130,277	16,254	16,250	51,950	30,500	1,357	93	80	249	83
Cheese - - - - - - *Cwts.*	32	5	105	4	69	82	13	241	9	174
Chicory, raw - - - - - „	360	- -	- -	- -	- -	168	—	—	—	—
Cochineal - - - - - - „	- -	- -	- -	- -	80	- -	- -	- -	- -	1,388
Cocoa husks and shells - - - „	3,684	3,872	6,570	6,617	6,780	2,978	3,453	5,913	3,474	3,644
Copper ore - - - - - *Tons*	4	253	6	- -	- -	76	2,418	108	—	—
Copperas, green - - - - „	- -	99	11	20	- -	- -	260	28	60	—
Cork - - - - - - „	472	349	421	315	173	15,224	11,486	13,472	10,122	5,628
Corks, ready made - - - *Lbs.*	1,365	1,144	1,637	2,007	10,080	85	62	89	109	546
Corn: Wheat - - - - *Qrs.*	964,851	986,160	1,071,801	1,680,759	1,221,523	2,102,571	2,702,789	2,857,715	3,981,936	2,451,224
„ Barley - - - - - „	54,741	84,155	34,841	13,650	20,816	72,076	128,871	50,585	19,031	27,018
„ Oats - - - - - - „	43	6,284	1,516	56	11,655	45	7,200	1,666	57	10,970
„ Rye - - - - - - „	6,753	5,795	12,256	116	1,933	10,354	10,286	21,653	196	2,819
„ Peas - - - - - - „	683	146	280	1	70	1,275	287	479	1	120
„ Beans - - - - - - „	524	97	5,525	5,676	2,612	917	175	9,555	8,758	3,974
„ Indian corn - - - - „	795,893	1,153,103	1,626,393	1,412,840	1,674,492	1,137,464	1,965,744	2,567,884	1,988,919	2,285,583
„ Buck wheat - - - - „	- -	- -	- -	- -	2,961	- -	- -	- -	- -	3,849
„ Wheat meal or flour - - *Cwts.*	373,652	292,323	183,925	225,138	215,171	269,340	262,307	156,061	170,454	148,142

Cotton, raw	*Cwts.*	4,325	13,730	755	289	684	14,236	41,455	3,028	3,093	7,915
„ manufactures	*Value*	-	-	-	-	-	383	1	50	6	11
Cream of tartar	*Cwts.*	-	97	76	180	136	-	622	456	1,020	762
Currants	„	295	1	23	1,766	2,316	442	1	25	1,766	2,471
Divi divi	*Tons*	-	-	-	10	-	-	-	-	135	—
Feathers, for beds	*Cwts.*	2	-	-	-	36	12	-	-	-	349
Figs	„	321	492	138	28	55	619	728	193	36	90
Fig cake	„	148	40	41	-	-	414	112	71	—	—
Fish: Cod	„	23,678	26,806	25,455	24,932	10,748	19,633	20,440	25,455	17,452	9,178
„ Herrings	„	9,793	54,807	26,721	8,241	7,694	5,060	33,798	10,688	4,224	3,078
„ Salmon	„	2	6	227	23	171	3	20	636	42	282
„ Unenumerated	*Value*	-	-	-	-	-	39	50	358	271	524
Flax: Undressed	*Cwts.*	13,346	28,504	8,875	43,781	9,439	36,701	71,260	21,485	130,066	25,446
„ Tow and cordilla of	„	1,621	33	214	200	-	3,397	67	443	476	—
Frames for pictures	*Value*	-	-	-	-	-	194	175	214	298	386
Fustic	*Tons*	48	-	7	-	6	281	-	42	-	36
Glass: Window	*Cwts.*	590	161	118	234	88	479	129	94	187	70
„ Plate	*Lbs.*	2,150	-	-	-	-	108	—	—	—	—
„ Of other kinds	*Value*	-	-	-	-	-	-	6	51	13	13
Grapes	*Bushels*	20	294	377	771	517	14	191	298	519	498
Guano	*Tons*	1,470	5,463	7,171	2,729	26,172	15,072	59,989	81,862	31,520	324,860
Gypsum	„	-	130	-	-	-	-	176	—	—	-
Hair, horse	*Cwts.*	-	88	-	-	-	-	499	—	—	—
Hemp: Dressed	„	320	3,125	-	7	11	919	6,953	-	17	25
„ Undressed	„	23,148	3,376	9,325	9,822	7,651	34,275	5,103	14,259	17,369	12,779
„ Tow and cordilla of	„	1,020	169	600	-	-	1,339	246	870	—	—
Hides: Not tanned	„	3,690	153	380	-	1,265	14,033	562	1,159	-	3,257
„ Tanned, tawed, or in any way dressed	*Lbs.*	2,642	63,037	-	-	-	152	5,261	—	—	—
Hops	*Cwts.*	-	49	8	1,498	23	-	342	38	7,356	89
Horns, horn tips, and pieces of horn	*Tons*	4	-	-	-	11	132	-	-	-	261
Ice	„	5,075	4,510	2,244	3,750	4,454	5,075	4,510	2,244	3,609	4,009
Iron, in bars	„	73	45	109	-	132	918	538	1,188	-	1,472
Iron and steel, wrought or manufactured	*Cwts.*	37	-	23	203	6	37	-	20	517	9
Isinglass	„	-	-	2	-	-	-	-	111	—	—
Lard	„	46	101	1	4,790	1,796	121	290	3	10,080	3,435
Lead; Ore	*Tons*	-	-	-	150	-	-	-	-	1,699	—
„ Pig	„	120	177	-	41	94	2,562	3,740	-	797	1,837
Linen manufactures	*Value*	-	-	-	-	-	315	88	45	119	—
Liquorice: Juice	*Cwts.*	20	107	-	-	289	93	620	-	-	1,445
„ Paste	„	51	55	34	12	-	166	180	43	20	—
„ Root	„	42	192	101	37	40	54	240	124	45	48
Logwood	*Tons*	1	70	298	-	-	4	335	2,127	—	—
Madder and madder root	*Cwts.*	57	95	213	55	253	121	215	490	127	577
Manganese, ore of	*Tons*	898	1,892	572	906	1,157	4,041	7,325	2,131	3,213	4,050
Manures, unenumerated	„	2	-	-	-	182	10	-	-	-	800
Mats and matting	*Value*	-	-	-	-	-	448	496	102	562	219
Nuts: Small	*Bushels*	200	921	601	48	210	147	622	428	36	117
„ Walnuts	„	406	303	637	1,023	1,052	167	107	242	341	333

IMPORTS into *Ireland* from Foreign Countries and British Possessions Abroad—*continued.*

ARTICLES.	QUANTITIES IMPORTED.					COMPUTED REAL VALUE.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
						£.	£.	£.	£.	£.
Oil: Train and spermaceti - - *Tons*	24	59	16	28	20	783	1,970	580	1,240	961
„ Animal - - - - - *Cwts.*	360	346	891	400	- -	545	562	1,365	880	—
„ Olive - - - - - *Tons*	99	139	81	47	89	5,009	8,989	5,225	2,699	5,868
„ Palm - - - - - *Cwts.*	- -	- -	8,000	- -	- -	- -	- -	17,067	—	—
„ Seed of all sorts - - - *Tons*	179	125	722	307	171	6,121	5,205	16,755	15,046	7,577
Oil, chemical and perfumed - - *Lbs.*	231	171	- -	484	723	169	103	- -	93	2,980
Oil or spirit of turpentine - - - *Cwts.*	488	- -	42	864	1,632	891	- -	99	3,899	6,283
Oil seed cakes - - - - - *Tons*	334	404	177	1,044	476	2,555	3,382	1,607	9,185	3,696
Onions - - - - - - *Bushels*	10,450	3,270	983	11,094	6,877	2,482	1,029	336	7,003	5,306
Oranges and lemons - - - - „	10,244	5,594	12,604	11,945	11,925	5,474	2,854	5,695	7,021	6,488
Ores, unenumerated - - - - *Value*	- -	- -	- -	- -	- -	2,105	110	290	—	—
Paper: For printing or writing - - *Cwts.*	- -	- -	59	1	- -	- -	- -	165	3	—
„ Gilt, coloured or fancy - - *Lbs.*	1,436	771	321	- -	182	108	58	22	- -	11
Pictures - - - - - - *Number*	110	212	120	130	122	220	424	1,369	1,011	929
Pitch - - - - - - *Cwts.*	497	1,571	577	1,217	1,685	244	805	317	619	907
Plaster of Paris - - - - *Tons*	1	258	330	263	309	2	342	825	658	773
Plate of silver - - - - - *Ounces*	509	294	143	223	116	127	74	36	56	29
Plums: French - - - - - *Cwts.*	254	285	269	221	308	1,080	1,305	1,116	872	1,232
„ Dried - - - - - - „	9	45	4	8	14	28	142	14	25	44
Pork, salted - - - - - - „	927	129	657	10,020	10,898	1,953	302	1,486	16,533	17,119
Potatoes - - - - - - - „	257	17	73	2,516	8,290	44	4	21	619	1,589
Potato flour - - - - - - „	410	-	100	- -	- -	267	- -	104	—	—
Rags, and other materials for making paper - - - - - - *Tons*	4	22	34	29	66	88	409	601	552	653
Raisins - - - - - - - *Cwts.*	5,168	4,029	3,967	5,349	4,658	9,598	6,816	5,653	6,820	6,345
Rice, not rough, nor in the husk - „	15,064	269	102	430	358	8,217	314	116	263	442
Rosin - - - - - - - „	19,974	10,360	15,504	5,547	4,288	7,740	3,065	8,915	5,408	5,985
Salt - - - - - - - *Tons*	2,701	423	768	784	711	2,701	423	768	784	711
Sarsaparilla - - - - - - *Lbs.*	- -	- -	3,136	- -	- -	- -	- -	209	—	—
Seeds: Canary - - - - *Cwts.*	428	460	118	214	20	355	335	84	136	13
„ Caraway - - - - - „	508	655	1,170	340	939	1,179	1,182	1,814	510	1,178
„ Carrot - - - - - - „	12	73	56	- -	- -	34	344	243	—	—
„ Clover - - - - - - „	747	1,686	1,775	3,427	790	2,534	5,248	4,704	9,074	2,084
„ Dari - - - - - - „	8,325	- -	- -	10,343	- -	2,810	- -	- -	3,405	—
„ Flax - - - - - - *Qrs.*	26,907	30,682	19,282	47,364	13,218	93,838	80,923	52,061	144,658	41,031
„ Grass - - - - - - *Cwts.*	1,000	1,562	2,298	2,497	2,487	3,000	4,686	2,794	3,351	4,118
„ Hemp - - - - - - *Qrs.*	118	246	75	134	86	221	496	178	310	180
„ Linseed - - - - - - „	11,715	8,772	5,779	8,251	1,425	26,148	22,331	14,987	22,339	3,870
„ Millet - - - - - - *Cwts.*	5,220	- -	- -	- -	- -	1,566	—	—	—	—
„ Onion - - - - - - „	34	3	2	5	3	148	30	26	105	20
„ Rape - - - - - - *Qrs.*	15	94	85	122	62	37	266	242	384	171

„ Tares	*Qrs.*	550	1,433	792	2,884	32	1,444	3,350	1,544	4,482	49	
„ Trefoil	*Cwts.*	221	105	582	100	50	216	114	761	99	45	
„ Unenumerated	*Value*	- -	- -	- -	- -	- -	686	499	148	27	456	
Ships, foreign; broken up, or sold to be broken up	„	- -	- -	- -	- -	- -	1,363	1,698	1,625	435	758	
Shumach	*Tons*	83	42	87	271	224	922	507	1,036	2,981	2,671	
Silk: Raw	*Lbs.*	1,472	- -	- -	- -	- -	1,497	—	—	—	—	
„ Manufactures of	*Value*	- -	- -	- -	- -	- -	293	52	61	76	15	
Silver, ore of	*Tons*	- -	- -	- -	- -	20	- -	- -	- -	- -	1,200	
Skins, sheep	*Number*	2,520	4,780	- -	- -	- -	315	398	—	—	—	
Spirits: Rum	*Gallons*	21,303	1,726	404	233	150	2,341	149	36	18	11	
„ Brandy	„	70,528	60,535	68,817	63,809	90,351	24,552	28,470	30,962	27,650	32,417	
„ Geneva	„	2,565	11,162	2,543	6,396	5,250	285	1,343	254	666	511	
„ Other sorts	„	427	672	1,465	394	399	360	503	591	295	369	
Starch	*Cwts.*	- -	206	8	508	324	- -	134	6	559	357	
Stearine	„	- -	- -	- -	197	379	- -	- -	- -	927	1,680	
Stones: Marble, rough	*Feet*	2,107	1,710	- -	- -	- -	1,159	941	—	—	—	
	Tons	- -	- -	944	212	238	- -	- -	6,608	1,571	1,785	
„ Marble, sawn	*Cwts.*	2,116	2,597	1,055	440	2,364	5,254	6,382	789	299	2,364	
„ Slate, hewn	*Tons*	- -	460	- -	- -	- -	- -	1,840	—	—	—	
„ Mill stones	„	128	129	282	157	125	524	516	1,191	657	563	
„ In lumps, not hewn	„	205	273	679	393	184	336	448	1,063	403	201	
„ In blocks, shaped	„	- -	748	141	299	234	- -	1,496	141	769	150	
„ Hewn, unenumerated	„	- -	- -	181	121	1,045	- -	- -	86	358	1,122	
Straw or grass for platting	*Cwts.*	200	200	- -	244	9,858	1,600	1,600	- -	1,952	78,864	
Succades	*Lbs.*	837	2,197	1,136	7,090	4,775	63	165	85	532	358	
Sugar: Refined and candy	*Cwts.*	28,415	47,211	42,451	59,166	48,567	51,016	80,882	73,581	99,843	81,234	
„ Unrefined	„	207,927	203,844	217,839	136,060	92,076	279,576	279,158	261,991	152,813	97,895	
„ Molasses	„	81	60	687	1,435	2,103	41	38	356	716	1,069	
Tallow	„	17,576	17,036	12,044	15,772	20,806	47,986	47,588	30,477	35,891	43,576	
Tar	*Lasts*	546	261	508	237	664	5,890	3,770	8,798	4,869	10,235	
Tea	*Lbs.*	780,520	661,351	575,129	230	123	60,572	51,668	40,738	18	10	
Teeth, elephants	*Cwts.*	- -	- -	- -	18	- -	- -	- -	- -	410	—	
Tobacco: Unmanufactured	*Lbs.*	1,060,674	75,413	515,959	222,144	291,394	28,927	2,396	17,199	9,541	12,091	
„ Manufactured	„	3,145	675	1,193	1,004	1,273	120	23	50	76	170	
Tobacco pipes, of clay	*Value*	- -	- -	- -	- -	- -	1,616	1,439	1,396	982	652	
Turpentine	*Cwts.*	- -	- -	664	811	27	- -	- -	409	960	30	
Valonia	*Tons*	2,355	1,229	1,412	2,044	1,600	34,314	17,989	20,456	31,784	22,216	
Verdigris	*Cwts.*	- -	7	- -	34	- -	- -	55	- -	157	—	
Vermicelli and maccaroni	„	187	186	185	165	211	546	415	403	430	536	
Vinegar	*Gallons*	8,828	6,563	6,994	8,151	8,701	662	492	612	777	870	
Wax, bees, unbleached	*Cwts.*	84	109	- -	- -	- -	704	934	—	—	—	
Wine	*Gallons*	304,137	559,063	616,551	674,769	643,429	109,104	195,250	224,452	221,281	225,242	
Wood and Timber:												
Hewn, not sawn or split	*Loads*	74,902	97,938	94,868	73,100	76,844	243,555	336,266	330,075	252,548	259,598	
Sawn	„	103,267	128,329	161,316	105,007	112,681	309,266	414,679	469,483	308,904	321,068	
Staves	„	11,508	6,870	4,188	3,184	3,772	63,785	41,795	26,601	23,991	29,672	
Lathwood	*Fthms.*	856	- -	- -	- -	- -	6,320	—	—	—	—	
	Loads	- -	4,297	4,561	4,558	3,014	- -	7,581	7,177	7,097	4,660	

IMPORTS into *Ireland* from Foreign Countries and British Possessions Abroad—*continued.*

ARTICLES.	QUANTITIES IMPORTED.					COMPUTED REAL VALUE.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
Wood and Timber—*continued.*						£.	£.	£.	£.	£.
Greenheart - - - - *Loads*	- -	272	203	- -	284	- -	2,446	1,812	- -	2,084
Mora, locust, &c. - - - „	- -	24	- -	- -	- -	- -	218	—	—	—
Treenails of all sorts - - - „	9	- -	36	37	47	60	- -	107	290	234
Hardwoods: Lignum vitæ - *Tons*	- -	- -	28	- -	- -	- -	- -	151	—	—
„ Mahogany - - „	299	403	1,091	172	834	3,136	4,325	10,737	1,487	5,836
„ Walnut wood - „	90	53	15	- -	104	405	280	93	- -	911
Furniture and hardwoods, unenumerated - - - - „	24	14	10	- -	21	192	98	67	- -	168
Wool, sheep and lambs' - - - *Lbs.*	- -	149,729	2,727	112,080	10,922	- -	5,547	114	5,808	498
„ Goat's - - - - - „	9,254	- -	- -	- -	- -	1,400	—	—	—	—
Woollen manufactures - - - *Value*	- -	- -	- -	- -	- -	5,937	10	26	1	5
Yarn, cable - - - - - *Lbs.*	- -	1,186	- -	95,200	- -	- -	1,972	- -	1,573	—
„ Worsted of all sorts - - „	1,874	- -	- -	- -	- -	562	—	—	—	—
Zinc - - - - - - - *Tons*	- -	- -	26	50	49	- -	- -	602	905	901
All other articles - - - - *Value*	- -	- -	- -	- -	- -	3,994	4,179	4,956	2,946	2,430
				Total Value of all Articles - - - £.		5,329,440	7,122,237	7,613,062	7,943,946	6,777,984

RETURN of all ARTICLES EXPORTED from *Ireland* to Foreign Countries and the British Possessions Abroad, during each of the last Five Years, with the Declared or Computed Value of each, and the Total Amount.

EXPORTS of BRITISH and IRISH PRODUCE and MANUFACTURES from *Ireland* to Foreign Countries and British Possessions.

ARTICLES.	QUANTITIES EXPORTED.					DECLARED REAL VALUE.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
						£.	£.	£.	£.	£.
Apparel, slops, and negro clothing - *Value*	- -	- -	- -	- -	- -	762	2,085	681	809	607
Arms and ammunition - - - „	- -	- -	- -	- -	- -	23	99	3,400	9,520	76
Bacon and hams - - - - *Cwt.*	841	313	394	1,688	576	3,081	999	1,406	8,030	1,506
Bags, empty - - - - - *Dozens*	119	79	4,690	2,506	321	108	30	1,278	2,747	175
Beef and pork - - - - - *Cwt.*	3,006	2,850	657	338	931	10,957	9,510	2,147	1,004	1,932
Beer and ale - - - - - *Barrels*	4,898	4,456	1,694	1,536	1,357	11,393	9,382	3,589	3,164	2,940
Bleaching materials - - - - *Cwt.*	2,010	7,859	8,278	14,104	6,014	1,270	3,122	3,132	3,951	2,356

Butter	*Cwt.*	17,844	16,234	16,649	16,653	16,854	90,488	73,581	76,789	74,474	74,250
Cement	„	150	277	480	-	-	16	68	316	—	—
Coals, cinders, and culm	*Tons*	2,171	2,523	2,948	2,257	4,272	1,157	1,517	2,546	1,215	2,391
Cordage	*Cwt.*	1,158	207	247	299	412	2,299	411	505	627	866
Corn: Wheat and wheat flour	*Qrs.*	4,516	-	-	2,802	619	374	9,655	-	-	7,518	1,661	824
„ Oats and oatmeal	„	38,834	12,167	22,086	26,901	23,095	40,552	14,743	2,715	27,980	25,692
Cotton Manufactures:											
Entered by the yard	*Yards*	870,569	936,410	866,556	339,523	110,030	15,018	13,656	12,044	5,368	2,508
Otherwise than by the yard	*Value*	-	-	-	-	-	-	-	1,882	898	232	826	157
Drugs and chemical products	„	-	-	-	-	-	-	-	1,162	79	910	1,752	685
Epsom salt and salt cake	*Cwt.*	2,600	48,953	61,983	59,720	94,565	650	9,957	12,024	10,850	15,879
Fish: Herrings	*Barrels*	-	-	-	-	1,770	-	-	-	-	-	2,550	—
Oysters	*Bushels*	-	-	-	-	-	2,000	17,200	-	-	-	-	-	200	2,585
Haberdashery and millinery	*Value*	-	-	-	-	-	-	-	-	24,082	14,214	558	78	1,836
Hides, raw, cow, or ox	*Cwt.*	3,691	777	497	367	1,500	6,460	1,360	870	1,210	2,838
Horses	*Number*	19	51	1	-	1	220	1,020	10	-	-	30
Iron: Pig	*Tons*	2,700	4,900	1,374	1,031	1,756	6,886	12,542	3,368	2,835	4,727
„ Bar	„	10	-	-	64	60	471	80	-	-	453	486	2,731
„ Cast and wrought	„	32	56	14	1	41	491	830	397	30	500
„ Old for re-manufacture	„	748	616	685	2,289	2,057	2,782	2,892	2,795	7,651	6,992
Lard	*Cwt.*	519	160	141	74	107	1,596	619	434	227	285
Lead and shot	*Tons*	64	1	54	213	80	1,420	27	1,087	4,109	1,800
Leather: Unwrought	*Cwt.*	19	1	82	293	55	211	25	771	1,727	911
„ Wrought	*Lbs.*	1,556	6,041	755	636	1,801	180	886	150	120	361
Linen yarn	„	2,428	-	-	107,912	-	-	-	129	-	-	8,336	—	—
Linen Manufactures:											
Entered by the yard	*Yards*	4,063,655	1,059,073	207,084	65,861	298,157	165,822	37,169	8,642	1,830	9,839
Otherwise than by the yard	*Value*	-	-	-	-	-	-	-	11,273	7,299	-	-	-	205
Paper of all sorts	*Cwt.*	29	165	58	39	58	128	900	331	49	116
Potatoes	„	31,140	16,612	28,894	3,910	7,990	3,718	2,814	5,708	686	1,237
Provisions not otherwise described	*Value*	-	-	-	-	-	-	-	2,094	2,746	2,180	2,542	2,787
Salt, rock and white	*Tons*	4,304	1,773	3,831	5,741	7,764	1,663	825	1,454	2,573	2,698
Seeds of all sorts	*Value*	-	-	-	-	-	-	-	554	2,461	—	—	—
Sheathing and roofing felt	*Cwt.*	281	5,400	130	-	-	-	234	4,500	108	—	—
Skins, sheep and lambs'	*Number*	-	-	-	173,160	57,516	-	-	-	-	-	7,111	2,496
Soap	*Cwt.*	9,692	11,295	11,793	3,911	839	9,088	10,233	11,083	3,251	1,085
Spirits, Irish and British	*Gallons*	67,930	74,236	13,353	8,721	8,962	10,814	10,537	1,991	1,211	1,122
Stationery, other than paper	*Value*	-	-	-	-	-	-	-	27	504	21	-	-	35
Woollen Manufactures:											
Entered by the yard	*Yards*	32,506	243,818	5,469	17,802	1,106	2,549	8,612	362	1,083	130
Otherwise than by the yard	*Value*	-	-	-	-	-	-	-	922	566	73	348	866
Zinc or spelter ore	*Tons*	-	-	-	-	-	907	801	-	-	-	-	-	2,232	1,105
All other articles	*Value*	-	-	-	-	-	-	-	21,325	14,344	4,765	4,886	3,138
						TOTAL - - - £.	465,221	278,062	212,279	203,003	185,299

EXPORTS of Foreign and Colonial Merchandise from *Ireland* to Foreign Countries and British Possessions.

ARTICLES.	QUANTITIES EXPORTED.					COMPUTED REAL VALUE.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
						£.	£.	£.	£.	£.
Corn: Wheat - - - - - *Qrs.*	406	-	4,339	183	74	885	-	11,932	448	158
„ Maize, or Indian corn - - „	11,264	-	-	2,169	-	16,098	-	-	3,037	—
Cotton, raw: Produce of the United States of America - - - *Cwts.*	-	-	33	-	-	-	-	120	—	—
Currants - - - - - - „	295	-	-	-	-	443	—	—	—	—
Guano - - - - - - *Tons*	41	-	-	-	-	375	—	—	—	—
Indigo - - - - - - *Cwts.*	-	14	-	-	-	-	458	—	—	—
Iron, in bars - - - - - *Tons*	-	-	10	-	-	-	-	112	—	—
Raisins - - - - - - *Cwts.*	187	-	-	-	-	333	—	—	—	—
Rice - - - - - - „	7,327	-	40	-	-	4,091	-	26	—	—
Seeds: Flax - - - - - *Qrs.*	-	-	-	-	206	-	-	-	-	639
Spirits: Brandy - - - - *Pf. Gals.*	777	1,276	960	792	2,691	274	590	424	343	964
„ Geneva - - - - „	76	-	424	-	1,091	8	-	43	-	107
„ Sweetened and perfumed - *Gallons*	-	2	45	736	149	-	2	45	736	149
Sugar: Refined and candy - - *Cwts.*	-	203	561	5	1	-	345	972	8	2
Tea - - - - - - *Lbs.*	153	246	722	625	5,544	12	19	51	50	433
Teeth, elephants' - - - - *Cwts.*	-	8	-	-	-	-	245	—	—	—
Tobacco: Manufactured - - *Lbs.*	-	-	-	-	2,663	-	-	-	-	117
„ Manufactured and segars - „	585	-	259	245	204	72	-	125	85	88
Wine: Red - - - - - *Gallons*	1,176	1,721	3,490	3,809	6,977	377	516	1,167	1,016	1,686
„ White - - - - - „	3,153	10,679	7,590	9,384	11,281	1,090	4,004	2,736	3,128	4,136
Wood, sawn - - - - - *Loads*	422	-	38	-	-	1,263	-	117	—	—
All other articles - - - - *Value*	-	-	-	-	-	256	121	241	23	16
					TOTAL - - - £.	25,577	6,300	18,111	8,874	8,495

SUMMARY.

YEARS.	Computed Real Value of Imports into Ireland from Foreign Countries and British Possessions Abroad.	EXPORTS FROM IRELAND To Foreign Countries and British Possessions Abroad.		
		British and Irish Produce and Manufactures. (Declared Value.)	Foreign and Colonial Merchandise. (Computed Real Value.)	TOTAL EXPORTS.
	£.	£.	£.	£.
1859 - - -	5,329,440	465,221	25,577	490,798
1860 - - -	7,122,237	278,062	6,300	284,362
1861 - - -	7,613,062	212,279	18,111	230,390
1862 - - -	7,943,946	203,003	8,874	211,877
1863 - - -	6,777,984	185,299	8,495	193,794

Office of Inspector General of Imports and Exports,
Custom House, London, 16 April 1864.

John A. Messenger.

RETURN of the Quantities of CORN and MEAL, whether of Native or Foreign Growth, distinguishing the several Sorts IMPORTED into *Ireland* from *Great Britain*, in each of the last Five Years, with the Computed Value thereof:—and, Similar RETURN of CORN and MEAL EXPORTED from *Ireland* to *Great Britain*.

	Corn, Grain, Meal and Flour Imported into Ireland from Great Britain.						Corn, Grain, Meal and Flour Exported from Ireland to Great Britain.					
	Quantities.			Computed Real Value.			Quantities.			Computed Real Value.		
	British Growth.	Foreign Growth.	Total.	British Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.
	Qrs.	*Qrs.*	*Qrs.*	£.	£.	£.	*Qrs.*	*Qrs.*	*Qrs.*	£.	£.	£.
Wheat	73,104	62,386	135,490	160,220	135,949	296,169	73,689	- -	73,689	161,502	- -	161,502
Barley	8,538	3,316	11,854	14,301	4,366	18,667	64,368	- -	64,368	107,816	- -	107,816
Oats	8,716	182	8,898	10,096	189	10,285	1,027,864	- -	1,027,864	1,190,609	- -	1,190,609
Rye	519	- -	519	841	- -	841	180	- -	180	292	- -	292
Pease	398	23	421	791	42	833	447	- -	447	888	- -	888
Beans	208	6	214	439	10	449	26,904	- -	26,904	56,835	- -	56,835
Indian Corn	- -	60,192	60,192	- -	86,024	86,024	- -	4,633	4,633	- -	6,622	6,622
Malt	18,277	- -	18,277	33,356	- -	33,356	4,980	- -	4,980	9,088	- -	9,088
TOTAL of CORN and GRAIN	109,760	126,105	235,865	220,044	226,580	446,624	1,198,432	4,633	1,203,065	1,527,030	6,622	1,533,652
	Cwt.	*Cwt.*	*Cwt.*				*Cwt.*	*Cwt.*	*Cwt.*			
Year 1859 Wheat-meal or Flour	142,205	101,336	243,541	103,099	72,624	175,723	281,006	- -	281,006	203,729	- -	203,729
Barley-meal	20	- -	20	11	- -	11	2,135	- -	2,135	1,148	- -	1,148
Oatmeal	15,589	150	15,739	11,497	85	11,582	800,702	- -	800,702	590,518	- -	590,518
Pea-meal	- -	- -	- -	- -	- -	- -	2,000	- -	2,000	1,158	- -	1,158
Bean-meal	20	- -	20	13	- -	13	—	—	—	—	—	—
Indian corn-meal	- -	2,005	2,005	- -	785	785	- -	1,380	1,380	- -	540	540
Buckwheat meal	- -	50	50	- -	22	22	—	—	—	—	—	—
TOTAL of MEAL and FLOUR	157,834	103,541	261,375	114,620	73,516	188,136	1,085,843	1,380	1,087,223	796,553	540	797,093
	Qrs.	*Qrs.*	*Qrs.*				*Qrs.*	*Qrs.*	*Qrs.*			
Aggregate of Corn, Grain, Meal and Flour stated in Quarters	160,322	155,753	316,075	334,664	300,096	634,760	1,789,463	5,035	1,794,498	2,323,583	7,162	2,330,745

RETURN of the Quantities of Corn and Meal Imported into, and Exported from, *Ireland* into *Great Britain*, &c.—*continued*.

	Corn, Grain, Meal, and Flour Imported into Ireland from Great Britain.						Corn, Grain, Meal, and Flour Exported from Ireland to Great Britain.					
	Quantities.			Computed Real Value.			Quantities.			Computed Real Value.		
	British Growth.	Foreign Growth.	Total.	British Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.
	Qrs.	*Qrs.*	*Qrs.*	£.	£.	£.	*Qrs.*	*Qrs.*	*Qrs.*	£.	£.	£.
Wheat	128,401	54,336	182,737	341,868	153,046	494,914	37,110	-	37,110	98,805	-	98,805
Barley	14,123	3,027	17,150	25,833	4,805	30,638	52,550	-	52,550	96,123	-	96,123
Oats	2,816	-	2,816	3,438	-	3,438	989,997	-	989,997	1,208,621	-	1,208,621
Rye	-	-	-	-	-	-	464	-	464	843	-	843
Pease	1,015	188	1,203	2,055	370	2,425	218	-	218	441	-	441
Beans	286	44	330	639	79	718	12,715	-	12,715	28,397	-	28,397
Indian Corn	-	161,100	161,100	-	275,212	275,212	-	1,224	1,224	-	2,091	2,091
Malt	8,788	-	8,788	17,393	-	17,393	3,057	-	3,057	6,050	-	6,050
Total of Corn and Grain	155,429	218,695	374,124	391,226	433,512	824,738	1,096,111	1,224	1,097,335	1,439,280	2,091	1,441,371
Year 1860	*Cwt.*	*Cwt.*	*Cwt.*				*Cwt.*	*Cwt.*	*Cwt.*			
Wheat-meal and Flour	266,048	167,670	433,718	212,838	142,519	355,357	215,443	-	215,443	172,354	-	172,354
Barley-meal	20	-	20	12	-	12	140	-	140	82	-	82
Oatmeal	4,659	240	4,899	3,630	156	3,786	732,346	-	732,346	570,620	-	570,620
Rye-meal	-	25	25	-	14	14	—	—	—	—	—	—
Bean-meal	207	-	207	145	-	145	—	—	—	—	—	—
Indian Corn-meal	-	3,919	3,919	-	1,927	1,927	-	3,165	3,165	-	1,556	1,556
Total of Meal and Flour	270,934	171,854	442,788	216,625	144,616	361,241	947,929	3,165	951,094	743,056	1,556	744,612
	Qrs.	*Qrs.*	*Qrs.*				*Qrs.*	*Qrs.*	*Qrs.*			
Aggregate of Corn, Grain, Meal, and Flour stated in Quarters	234,474	267,904	502,378	607,851	578,128	1,185,979	1,623,745	2,147	1,625,892	2,182,336	3,647	2,185,983

	Corn, Grain, Meal, and Flour, Imported into Ireland from Great Britain.						Corn, Grain, Meal, and Flour Exported from Ireland to Great Britain.					
	Quantities.			Computed Real Value.			Quantities.			Computed Real Value.		
	British Growth.	Foreign Growth.	Total.	British Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.
	Qrs.	*Qrs.*	*Qrs.*	£.	£.	£.	*Qrs.*	*Qrs.*	*Qrs.*	£.	£.	£.
Wheat	115,101	49,533	164,634	318,446	136,629	455,075	54,271	210	54,481	150,150	579	150,729
Barley	33,894	1,880	35,774	62,563	2,859	65,422	35,522	- -	35,522	65,568	- -	65,568
Oats	1,977	80	2,057	2,348	88	2,436	929,157	- -	929,157	1,103,374	- -	1,103,374
Rye	160	- -	160	287	- -	287	341	- -	341	611	- -	611
Pease	797	34	831	1,640	61	1,701	348	- -	348	716	- -	716
Beans	130	815	945	276	1,440	1,716	25,199	380	25,579	53,443	671	54,114
Beer or Bigg	- -	- -	- -	- -	- -	- -	900	- -	900	1,661	- -	1,661
Indian Corn	- -	344,336	344,336	- -	543,764	543,764	- -	2,281	2,281	- -	3,602	3,602
Malt	14,539	- -	14,539	29,017	- -	29,017	2,909	- -	2,909	5,806	- -	5,806
Total of Corn and Grain	166,598	396,678	563,276	414,577	684,841	1,099,418	1,048,647	2,871	1,051,518	1,381,329	4,852	1,386,181
Year 1861	*Cwt.*	*Cwt.*	*Cwt.*				*Cwt.*	*Cwt.*	*Cwt.*			
Wheat-meal or Flour	189,242	244,142	433,384	152,182	196,331	348,513	243,393	60	243,453	195,728	48	195,776
Barley-meal	- -	- -	- -	- -	- -	- -	9,996	- -	9,996	5,914	- -	5,914
Oatmeal	1,817	92	1,909	1,370	59	1,429	978,005	- -	978,005	737,578	- -	737,578
Rye-meal	- -	- -	- -	- -	- -	- -	20	- -	20	10	- -	10
Pea-meal	40	- -	40	26	- -	26	—	—	—	—	—	—
Bean-meal	727	- -	727	485	- -	485	—	—	—	—	—	—
Indian Corn-meal	- -	804	804	392	- -	392	- -	847	847	- -	413	413
Total of Meal and Flour	191,826	245,038	436,864	154,063	196,782	350,845	1,231,414	907	1,232,321	939,230	461	939,691
	Qrs.	*Qrs.*	*Qrs.*				*Qrs.*	*Qrs.*	*Qrs.*			
Aggregate of Corn, Grain, Meal, and Flour, stated in Quarters	222,047	466,726	688,773	568,640	881,623	1,450,263	1,743,467	3,135	1,746,602	2,320,559	5,313	2,325,872

RETURN of the Quantities of Corn and Meal Imported into, and Exported from, *Ireland* into *Great Britain*, &c.—*continued*.

		Corn, Grain, Meal, and Flour Imported into Ireland from Great Britain.						Corn, Grain, Meal, and Flour Exported from Ireland to Great Britain.					
		Quantities.			Computed Real Value.			Quantities.			Computed Real Value.		
		British Growth.	Foreign Growth.	Total.	British Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.
		Qrs.	*Qrs.*	*Qrs.*	£.	£.	£.	*Qrs.*	*Qrs.*	*Qrs.*	£.	£.	£.
Year 1862	Wheat	173,895	67,258	241,153	481,834	164,782	646,616	33,008	1,542	34,550	91,460	3,778	95,238
	Barley	48,120	2,567	50,687	84,410	3,487	87,897	55,536	- -	55,536	97,419	- -	97,419
	Oats	83,587	73	83,660	94,384	76	94,460	689,021	- -	689,021	778,020	- -	778,020
	Pease	955	155	1,110	1,922	282	2,204	137	- -	137	276	- -	276
	Beans	198	73	271	395	113	508	23,629	- -	23,629	47,160	- -	47,160
	Beer or Bigg	- -	- -	- -	- -	- -	- -	116	- -	116	203	- -	203
	Indian Corn	- -	359,042	359,042	- -	502,659	502,659	- -	3,873	3,873	- -	5,422	5,422
	Malt	8,080	- -	8,080	15,386	- -	15,386	2,327	- -	2,327	4,431	- -	4,431
	Total of Corn and Grain	314,835	429,168	744,003	678,331	671,399	1,349,730	803,774	5,415	809,189	1,018,969	9,200	1,028,169
		Cwt.	*Cwt.*	*Cwt.*				*Cwt.*	*Cwt.*	*Cwt.*			
	Wheat-meal or Flour	197,330	263,346	460,676	158,686	196,961	355,647	207,680	- -	207,680	167,009	- -	167,009
	Barley-meal	45	- -	45	25	- -	25	800	- -	800	450	- -	450
	Oatmeal	5,241	1,379	6,620	3,756	769	4,525	878,280	- -	878,280	629,434	- -	629,434
	Rye-meal	- -	20	20	- -	10	10	—	—	—	—	—	—
	Pea-meal	8	- -	8	5	- -	5	—	—	—	—	—	—
	Bean-meal	3,094	- -	3,094	1,960	- -	1,960	—	—	—	—	—	—
	Indian Corn-meal	- -	4,342	4,342	- -	1 954	1,954	- -	2,308	2,308	- -	1,039	1,039
	Total of Meal and Flour	205,718	269,087	474,805	164,432	199,694	364,126	1,086,760	2,308	1,089,068	796,893	1,039	797,932
		Qrs.	*Qrs.*	*Qrs.*				*Qrs.*	*Qrs.*	*Qrs.*			
	Aggregate of Corn, Grain, Meal, and Flour, stated in Quarters	370,324	506,559	876,883	841,763	871,093	1,712,856	1,422,250	6,088	1,428,338	1,815,862	10,239	1,826,101

		Corn, Grain, Meal, and Flour Imported into Ireland from Great Britain.						Corn, Grain, Meal, and Flour Exported from Ireland to Great Britain.					
		Quantities.			Computed Real Value.			Quantities.			Computed Real Value.		
		British Growth.	Foreign Growth.	Total.	British Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.	Irish Growth.	Foreign Growth.	Total.
		Qrs.	*Qrs.*	*Qrs.*	£.	£.	£.	*Qrs.*	*Qrs.*	*Qrs.*	£.	£.	£.
Year 1863	Wheat	191,046	83,155	274,201	427,465	177,744	605,209	36,114	923	37,037	80,805	1,973	82,778
	Barley	16,106	1,265	17,371	27,313	1,729	29,042	63,718	- -	63,718	108,055	- -	108,055
	Oats	13,625	443	14,068	14,420	415	14,835	661,756	- -	661,756	700,358	- -	700,358
	Rye	- -	- -	- -	- -	- -	- -	3	- -	3	5	- -	5
	Pease	972	90	1,062	1,749	154	1,903	1,535	- -	1,535	2,763	- -	2,763
	Beans	185	75	260	346	116	462	24,835	440	25,275	46,462	680	47,142
	Indian Corn	- -	378,637	378,637	- -	514,315	514,315	- -	4,919	4,919	- -	6,682	6,682
	Malt	13,385	- -	13,385	24,706	- -	24,706	2,561	- -	2,561	4,727	- -	4,727
	Total of Corn and Grain	235,319	463,665	698,984	495,999	694,473	1,190,472	790,522	6,282	796,804	943,175	9,335	952,510
		Cwt.	*Cwt.*	*Cwt.*				*Cwt.*	*Cwt.*	*Cwt.*			
	Wheat-meal and Flour	127,952	188,932	316,884	90,100	127,529	217,629	129,469	- -	129,469	91,168	- -	91,168
	Barley-meal	- -	- -	- -	- -	- -	- -	990	- -	990	520	- -	520
	Oatmeal	6,414	1,877	8,291	4,329	1,058	5,387	911,587	- -	911,587	615,321	- -	615,321
	Rye-meal	- -	- -	- -	- -	- -	- -	72	- -	72	34	- -	34
	Pea-meal	10	- -	10	6	- -	6	106	- -	106	61	- -	61
	Bean-meal	371	- -	371	221	- -	221	—	—	—	—	—	—
	Indian Corn-meal	- -	24,571	24,571	- -	10,110	10,110	- -	7,700	7,700	- -	3,168	3,168
	Total of Meal and Flour	134,747	215,380	350,127	94,656	138,697	233,353	1,042,224	7,700	1,049,924	707,104	3,168	710,272
		Qrs.	*Qrs.*	*Qrs.*				*Qrs.*	*Qrs.*	*Qrs.*			
	Aggregate of Corn, Grain, Meal, and Flour, stated in Quarters	276,069	526,006	802,075	590,655	833,170	1,423,825	1,407,953	8,528	1,416,481	1,650,279	12,503	1,662,782

Office of the Inspector General of Imports and Exports,
Custom House, London, 16 April 1864.

John A. Messenger.

EXCISE AND CUSTOMS (IRELAND).

RETURNS of all ARTICLES Imported into *Ireland* from Foreign Countries and the British Possessions Abroad, and of all ARTICLES Exported from *Ireland* to Foreign Countries and the British Possessions Abroad, during each of the last Five Years, showing the Declared or Computed Value of each, and their Total Amount; also, of the Quantities of CORN and MEAL, whether of Native or Foreign Growth, Imported into *Ireland* from *Great Britain*, and of the Quantities of CORN and MEAL Exported from *Ireland* to *Great Britain*, in each of the last Five Years, with the Computed Value thereof; &c.

(*Colonel Dunne.*)

Ordered by The House of Commons, *to be Printed*,
19 *April* 1864.

ISLE OF MAN.

RETURN to an Address of the Honourable The House of Commons, dated 26 July 1864;—*for*,

"COPIES of the following PAPERS, viz.:—

"PETITION of the Inhabitants of the *Isle of Man* (3,252 Signatures) to the Queen in Council, presented August 1854, with the CASE and SUPPLEMENT in support of the same, and the Proceedings had thereon:"

"The REPLY of the Privy Council and the MEMORIAL as a Rejoinder thereto, with a STATEMENT of the Proceedings adopted by the Inhabitants to petition Her Majesty, accompanying the same:"

"LETTER to Sir *George Grey*, Baronet, the 10th day of May 1855:"

"PETITION to the House of Commons on behalf of the Inhabitants of the *Isle of Man* for the Improvement of their HARBOURS, presented in 1858:"

"PETITION of the Inhabitants of the *Isle of Man* (3,773 Signatures) to Her Majesty, presented March 1863, and the Statement of the Grounds or Reasons for the same, and Proceedings had thereon, with the Statement of the Proceedings adopted by the Inhabitants to petition Her Majesty:"

"LETTERS on behalf of the Inhabitants of the *Isle of Man* to the Home Secretary, dated the 4th day of December 1863 and the 8th day of June 1864, with printed Enclosure:"

"PETITION on behalf of the Inhabitants of the *Isle of Man*, presented to the Tynwald Court on the 8th day of February 1864, with the Protest of the Delegates elected by the Inhabitants in their respective Parishes:"

"CORRESPONDENCE with the BOARD of TRADE respecting the PORT ERIN HARBOUR during its Progress through Parliament in 1863:"

"And, REPORTS of ENGINEERS (including the late Mr. *Walker*'s and Mr. *Hawkshaw*'s), respecting the attempted BREAKWATER in *Douglas Bay* projected by Mr. *Abernethy*."

Whitehall,
28 July 1864.

THOS. GEORGE BARING.

(*Mr. William Ewart.*)

Ordered, by The House of Commons, *to be Printed,*
28 *July* 1864.

— I. —

COPIES of the PETITION of the Inhabitants of the *Isle of Man* (3,252 Signatures) to the Queen in Council, presented August 1854, with the Case and Supplement in support of the same, and the Proceedings had thereon:—The REPLY of the Privy Council and the Memorial as a Rejoinder thereto, with a Statement of the Proceedings adopted by the Inhabitants to petition Her Majesty, accompanying the same:—LETTER to Sir *George Grey*, Baronet, the 10th day of May 1855:—PETITION of the Inhabitants of the *Isle of Man* (3,773 Signatures) to Her Majesty, presented March 1863, and the Statement of the Grounds or Reasons for the same, and Proceedings had thereon, with the Statement of the Proceedings adopted by the Inhabitants to petition Her Majesty:—LETTERS on behalf of the Inhabitants of the *Isle of Man* to the Home Secretary, dated the 4th day of December 1863, and the 8th day of June 1864, with printed Enclosure:—PETITION on behalf of the Inhabitants of the *Isle of Man*, presented to the Tynwald Court on the 8th day of February 1864, with the Protest of the Delegates elected by the Inhabitants in their respective Parishes.

— No. 1. —

PETITION of the Inhabitants of the *Isle of Man* to the Queen in Council, presented August 1854, with the Case and Supplement in support of the same, and the Proceedings had thereon.

To Her Most Excellent Majesty Victoria, Queen of the United Kingdom of Great Britain and Ireland, and of Man, and the Isles.

The humble Petition of the Inhabitants of Castletown, in the Isle of Man,

Showeth,

THAT in the year 1765, the Royalties and Kingdom of the Isle of Man were transferred and reinvested in the British Crown by a sale from the Duke of Athol, for a valuable consideration, for the express purpose of preventing illicit trade, alleged to be then existing and injurious to the British revenue.

That prior to that period all duties payable and levied on goods and merchandise in the Isle of Man were so payable and levied by virtue and under the authority of the insular legislature of the island, and "could not be increased without the consent thereof; and such consent would not have been given without an equivalent."

That in the year 1767 (the sovereignty of the island being then vested in the British Crown), an Act was passed by the British Legislature, stating, "Whereas the property of the Isle of Man being now vested in your Majesty, it is expedient that provision be made for encouraging, improving, and regulating the trade and manufactures of the said island, and the fisheries on the coast thereof: And whereas it is necessary that a revenue should be raised in the said Isle of Man to answer these purposes, and to defray the expenses of Government there: We, the Commons of Great Britain in Parliament assembled, being desirous to make some provision for the purposes aforesaid, do most humbly beseech your Majesty that it may be enacted, and be it enacted, that from and after the 5th July 1767, the duties payable in the said Isle of Man on all goods imported there, or exported from thence, shall cease, and that in lieu thereof there shall be raised, levied, collected, and paid unto his Majesty, his heirs and successors, the following duties for and upon the goods and merchandises hereinafter mentioned, which shall be brought or imported into the said Isle of Man."

That this measure progressed through the British Parliament unknown to the inhabitants of the island, the first intimation of which they had in its

enforcement; and although it appeared an unconstitutional proceeding, finding that it was expressly for the benefit of the island, the inhabitants became reconciled to it, which led to similar enactments being made and put into operation without their opposition until the year 1837, when the British Government proposed adopting certain measures for the island that would have been mutually injurious, which induced the inhabitants to elect a deputation to treat with the British Government on the subject, who, upon a thorough investigation of the procedure that had been adopted towards the island, ascertained that a large sum in Customs duties had been derived annually therefrom and transferred to the Consolidated Fund of Great Britain, notwithstanding the said Act, passed in 1767, stated expressly the objects for which the duties raised in the Isle of Man were to be appropriated, while many of these objects, particularly the fisheries, were much neglected; the harbours for the accommodation of the boats not being sufficiently capacious, nor affording the necessary shelter for their protection.

The facts induced the said deputation to transmit, on 8th June 1837, to the Right Honourable Viscount Melbourne, First Lord of the Treasury, and the Right Honourable Lord John Russell, Secretary of State for the Home Department, a concise statement of the constitutional just rights of the inhabitants of the Isle of Man claimed for them, by a reference to which it will appear satisfactorily proved, with other rights, that whatever duties are levied in the Isle of Man should be appropriated for the government thereof, and to its general improvement, as expressed by the Act of 1767.

That the Right Honourable Lord John Russell had made an appointment to receive the deputation on the 20th June 1837, for the purpose of discussing the subject, the result of which was expected to have been its satisfactory adjustment; but this arrangement became interrupted by the decease of his Majesty King William the Fourth on the morning of that day.

That during the progress of the Customs Consolidated Bill through the last Session of Parliament, the constitutional rights claimed by the inhabitants of the Isle of Man were repeatedly urged upon the attention of the Treasury for adjustment, but was deferred, as not being in that department, and a clause was agreed to be introduced expressly in that Bill to prevent its miligating* against these rights.

* *Sic.*

That there are many objects in the Isle of Man that require improvement, but have been much neglected for want of funds, particularly the harbours, not one of which is accessible at low water. That a central harbour of refuge is required for the shipping navigating this sea; the surrounding coasts of England, Scotland and Ireland, to the extent of nearly 300 miles, not affording any harbour accessible as a retreat at low water, the consequence of which being immense loss of life and property. That, after several nautical surveys, the central position of the Isle of Man has been repeatedly officially reported as being the best position for such a harbour, having also abundant material for its construction.

That the fisheries of the island are very extensive, and are an excellent nursery for seamen, so much required for the navy; but in consequence of the harbours being dry at low water, more than half the time of the fishermen is lost; this discouragement prevents the fisheries being followed with that energy which would be the result of having suitable harbours accessible at all times of the tides. Such conveniences would tend to the employment of double the number of fishermen, and to the obtaining of quadruple the quantity of fish, which would be a great advantage to the nation, and also to the island.

That the accumulation of surplus revenue annually abstracted from the island would effect the harbour accommodation required, by the erection of which reformatory employment might be afforded to a great number of convicts; thus affording to the island a compliance with the just claims of its inhabitants, and contributing to national advantages of the greatest importance, including the preservation of life, the safety of property, the increase of seamen, the obtaining a great additional quantity of nutritious food for the people, and, to a certain extent, affording reformatory employment for the poor guilty criminals.

Your petitioners, therefore, most respectfully, and in all humility, approach Your most Gracious Majesty, praying that their case may be taken into consideration by Your Majesty in Council, confident that justice will be done to them

them by directing that the revenue collected as Customs duties in the Isle of Man may be appropriated, not only to its government, but also to the necessary improvements therein, more especially in the construction of the harbour accommodation so much required.

And the petitioners, as in duty bound, will ever pray.

(Signed by 95 Inhabitants of the Isle of Man.)

In the Privy Council.

ISLE OF MAN.

CASE on behalf of the Inhabitants of the Isle of Man in support of their Petition to the Queen's most Excellent Majesty in Council, presented at the Home Office to the Right Honourable Viscount Palmerston on the 4th day of August 1854.

THE line of procedure adopted by the British Government towards the Isle of Man in legislation respecting its trade, fiscal affairs, and revenue since the year 1765, has been a subject of complaint by the inhabitants during many years, as being an infringement on their constitutional rights; but more especially since 1837, when they ascertained that a large portion of their revenue was annually abstracted from the island instead of being applied to insular purposes. Complaints of the inhabitants.

These proceedings, they conceive, have been in consequence of the constitution and institutions of the island not being sufficiently known; a reference to these will prove that the procedure complained of has been, in the first place, a violation of the constitutional rights of the inhabitants; and, secondly, when compared with the principles of the British constitution, it will prove to be in direct opposition to these principles as in general operation.

The ancient records of the Isle of Man having been taken away by the Norwegians when expelled from the island, and accidentally burned at Droutheim, prevents their production prior to the year 1422; but there are ample other recognised authorities, viz., Jocelin vit Patric., 6, 152; Coke's Report, 7; Camden's Britannica, &c., to prove that the Isle of Man had been an ancient and absolute kingdom when Christianity was introduced, and bishops placed there by St. Patrick, until it was ceded to the British Crown in the 14th century. Isle of Man Records prior to 1422 destroyed. Other authorities.

After being held in sovereignty from the Crown by several English noblemen, King Henry IV., by Letters Patent under the Great Seal of England, "granted to Sir John de Stanley the Isle of Man, with all its royalties and regalities, to be held by him as freely, fully, and entirely as ever before held by lords or kings of Man," "upon his rendering two falcons at the coronation of the kings of England." Grant by Henry IV.

From the time of this grant, the statute laws, and all legislative and administrative proceedings duly recorded in the island, prove the exercise of sovereign power by Sir John de Stanley, and his successors, as lords and kings in Man; and also prove the free and uncontrolled legislation of its own legislature on every subject whatever relative to the island. Records of the island.

These authorities and proceedings were duly and fully recognised in the decision of the King in Council on the claim of the Countess of Derby for dower, as stated by "Lord Cook, from the Report of Kelway, 11 Henry VIII." Judgment by King in Council.

"Thomas, Earl of Derby, seised of the Isle of Man, upon which Anne, Countess Dowager of Derby, sued for dower of the said isle; to which Blundell, Chief Judge, Brook, Fitzherbert, and of all other the Council of the King, said that the inquiry was meetly void, for that the Isle of Man is no parcel of the realm of England, nor do they use the law of England; and it is like unto Tournay when it was in the King of England's hands, and unto Normandy as Gascoigne, which are merely out of the Chancery of England, which is the place, and no other, to endow the widow of the King's tenants. But the Isle of Wight is made parcel of the County of Southampton, and Wales and Ireland are parcels of the realm, and a writ of Isle of Man is no parcel of the realm of England.

error or judgment given there erroneously lyeth here in England, but for such an erroneous judgment given in Man, Gascoigne and Callice, no writ of error lyeth in England. This case being read at the Council table to the Lords, it gave full satisfaction to the whole Board."

"That the Admiral of England had not to do in the ports of Man, but that the Earl of Derby is Lord of Man, and Admiral of the Isle."

Judgment of Lord Chancellor Hardwick.

The independent rights of the island which this judgment decides, are also fully recognised by "Lord Chancellor Hardwick, the greatest judge that ever sat in the Court of Chancery," on the trial for the Isle of Man, between the Earl of Derby and the Duke of Athol, in 1751, when, in giving judgment, he stated that "it is grantable by the Great Seal of England, not as parcel of the realm, but of the possessions of the Crown. Wales and the Marshes were anciently part of the realm. This is not nor ever was." The Duke of Athol then succeeded the Earl of Derby as lord and king in Man.

Island free trade.

Thus, free and uncontrolled, yet not powerful, the inhabitants had embarked extensively in trade and commerce, and the proximity of the island induced many persons from England, Ireland, and Scotland, to purchase goods there, some of which came to be landed in these kingdoms without payment of the English and Irish Customs duties, which caused many complaints to be made by the Customs authorities of Britain against the facilities that the independent commerce of the island afforded to illicit trade into these kingdoms.

Illicit trade into Britain.

Treaty between the island and Britain.

The inhabitants and legislature of the island, being desirous to co-operate with the British Government to prevent the frauds on the British Revenue complained of, in the year 1710, deputed persons to treat with the authorities in Britain on the subject, who came to an agreement that all persons exporting foreign goods from the Isle of Man should be bound to pay the English or Irish duties upon such goods being landed in Great Britain or Ireland, and that the produce and manufactures of the island should be admitted into Britain free of duties. To carry out this reciprocal treaty, the legislature of the Isle of Man passed an Act, in the year 1711, requiring bonds to be given by exporters of foreign goods from the island, that such goods should not be landed in Great Britain or Ireland without paying the Customs duties respectively levied there, which Act was strictly enforced during a period of two years; but the British Government not having progressed with any measure during that period, by which the produce and manufactures of the island were to be admitted into Great Britain, in accordance with this reciprocal treaty, the island legislature, in the year 1713, suspended the Act of 1711, "until the freedom of trade of the inhabitants of this island with Great Britain be granted, as the same was agreed upon."

Insular Act to prevent illicit trade.

Book of Rates by Governor and Council.

A book of rates of Customs duties had been framed by the Governor and Council of the island, but had not the consent of the Keys, who are considered to be the popular branch of the legislature. To obtain their consent, the Duke of Athol, in the year 1736, agreed to and joined in an Act of the insular legislature, which, after making some alterations in the said book of rates, confirmed the same, and enacted that no alteration should be made in the said rates of duties, or in the trade of the island, without the consent of the Governor, Council, and Keys; these respective authorities, when united, constitute the legislature of the island.

Confirmed with consent of Keys.

These enactments and modes of proceeding are a fair specimen as an illustration of the whole of the legislative and administrative procedure as recorded in the island, which, with the preceding judgments, being decisions of the highest authorities in Britain relative to the position and rights of the island, fully prove the independence of the insular legislature, free from any control in any one instance whatever, and which continued so up to the year 1765.

Insular Legislature free from control.

Non-compliance of Britain with Treaty,

Act 12 Geo. 1, c. 28, to protect revenue.

In consequence of Britain not having complied with her treaty of 1710, the illicit trade into Great Britain and Ireland became increased, and the complaints were so exaggerated as to induce the British Government, in the year 1726, to introduce into the British Parliament the Act of 12 Geo. 1, c. 28, "for the Improvement of His Majesty's Revenue," restricting the exportation of goods and merchandise from Great Britain and her dependencies to the Isle of Man, but not interfering with importations into the island from foreign ports, nor with exportations from the island to foreign countries, thus regulating her own trade to protect her own revenue, without in the least degree infringing on the rights of the Isle of Man, evidently acting upon the principle that the trade of

No interference with island rights.

the

the island was not a subject for the legislation of the British Parliament, but treating it as it always had been treated, as a foreign port. This Act was framed by the law officers of the Crown (Sir P. York, afterwards Lord Hardwick, being then Attorney General), and it authorises the purchase of the sovereign rights of the lords of Man, obviously to afford the Crown of Great Britain the power constitutionally of introducing legislative enactments that would more effectually prevent the illicit trade so much complained of by the Customs authorities, such legislation evidently intended to be constitutionally through the island legislature, and not unconstitutionally by the British Parliament, where the inhabitants were not represented, as it evidently was not necessary that the King of England should obtain the sovereignty of the Isle of Man to enable him to legislate through the Parliament of Britain.

Authorises purchase of sovereignty.

Not necessary to legislate through British Parliament.

The Isle of Man case of 1837 does not represent correctly the purport of this Act; for, although it was introduced by the British Government, and passed by the British Parliament, expressly for the purpose of protecting the British revenue to the extent it could be effected by the powers they then possessed, exerted constitutionally, and although it also authorised the purchase of further power, that is, the sovereignty of the island, that other measures might be adopted more effectually to protect the revenue, yet there is not in the whole Act a single infringement of the constitutional rights of the island, which proves that his Majesty's Attorney General had then a knowledge of the constitution of the Isle of Man, and recognised its rights, and which knowledge and recognition became more fully developed in the delivery of his judgment, as Lord Chancellor Hardwick, in the cause between the Duke of Athol and the Earl of Derby, in the year 1751, as before stated.

This Act not correctly represented in case of 1837.

Act 12 Geo. 1, c. 28, framed by Lord Chancellor Hardwick, when Attorney General.

Under the authority of this Act (12 Geo. 1, c. 28), several proposals had been made to the Duke of Athol, by different Administrations, to purchase the royalties of the Isle of Man, but were deferred (most likely in consequence of ascertaining that the complaints were exaggerated) until the year 1764, when the most exaggerated representations of illicit trade into Great Britain and Ireland were again made by Customs authorities to another Administration, who issued an Order in Council to the Admiralty, by which cruisers and cutters were to be placed in the harbours and on the coasts of the Isle of Man; and a Bill was brought by the Ministry into the British Parliament in support of this proceeding, that tended to take forcible possession of the harbours of the island, regardless of the rights of the Duke, or the rights of the inhabitants; and, during its progress through Parliament, the Duke of Athol was, by these measures, as stated by him, coerced into a sale of his sovereignty and royalties to the British Crown.

Duke of Athol coerced into a sale.

These transactions took place without any intimation thereof being given to the inhabitants or authorities in the island; consequently, they were not parties thereto. Therefore, the Duke of Athol's sale of his sovereignty and royalties in the Isle of Man to the British Crown, and all proceedings founded thereon, were necessarily limited to such rights as he himself then possessed there under the designation of Sovereign, without in any degree involving or impairing the constitutional rights of the inhabitants.

Inhabitants no party to sale.

In 1767, the British Crown being in possession of the Sovereignty of the Isle of Man, as transferred by the Duke of Athol, the Government having ascertained that the Customs duties collected there did not amount to the expenses of their collection, and the necessary expenses for the government of the island, introduced a Bill into the British Parliament expressly, "that provision be made for encouraging, improving, and regulating the trade and manufactures of the said island, and the fisheries on the coasts thereof"; "that a revenue should be raised in the said Isle of Man to answer these purposes, and to defray the expenses of Government there." It was enacted, "that after the 5th July 1767, the duties payable in the said Isle of Man on all goods imported there, or exported from thence, shall cease, and that in lieu thereof there shall be raised, levied, collected, and paid unto his Majesty, his heirs and successors, the following duties for and upon the goods and merchandises hereinafter mentioned, which shall be brought or imported into the said Isle of Man." "The said rates and duties (except the necessary charges for raising, collecting, &c.) shall from time to time be brought and paid into the receipt of his Majesty's Exchequer, distinctly and apart from all other branches of the

Act 7 Geo. 3, c. 45, the first of the British Parliament to levy duties in the island expressly for its improvement.

the public revenue, and such part thereof as shall remain, after the necessary expenses attending the Government of the said Isle of Man, and the administration of justice there, are from time to time defrayed, shall be reserved for the disposition of Parliament." The communications between the Isle of Man and England being then seldom and uncertain, and the inhabitants not being represented in the British Parliament, they had no knowledge of this Act until it came to be enforced.

Passed unknown to the inhabitants.

These Acts of 1765 and 1767 should have been introduced into and passed by the insular legislature, in conformity with the constitution of the island, instead of being passed by the British Parliament, where the inhabitants were not represented. It may have been thought by some persons that as the Duke of Athol had sold his royalties in the Isle of Man to the British Crown, the British Government had a right, through the British Parliament, to levy Customs duties in the Isle of Man, but this cannot be maintained upon any constitutional principle whatever recognised in any of the dominions under the British Crown. The Duke could not transfer a right he did not enjoy himself; the Isle of Man Act of 1736 decides that point, and the principle is fully recognised in the report of the Commissioners sent by the British Government, in 1791, to the island to inquire into the Duke's rights, and other matters there, by a reference to which it will appear that the Duke of Athol (successor to the Duke who sold his royalties in the Isle of Man to the British Crown), conceiving that his father had not received sufficient compensation for the same, complained to the British Government on the subject, which induced the appointment of these Commissioners, who, after a thorough investigation of the records and authorities in the island, and the examination of witnesses conversant with the subject, reported that "King Henry the Fourth, by letters patent under the Great Seal of England, in the seventh year of his reign, granted to Sir John de Stanley, his heirs and assigns, the island, Castle Peel, and lordship of Man, and all the islands, and lordships, royalties, regalities, and appurtenances thereto appertaining, together with the patronage of the Bishopric of the said isle, and all ecclesiastical benefices whatsoever to the said islands, Castle Pele and lordship belonging, in as full and ample manner as they had been possessed by any of the former lords or kings of Man, to be holden by homage and service of rendering two falcons to his Majesty, and the like acknowledgments to every one of his successors at their coronations.

These Acts unconstitutional.

The Duke could not transfer a right to increase duties.

Report of Commissioners in 1791.

Grant of Henry 4th to Sir John de Stanley.

"From the time of the grant of King Henry the Fourth, the island has been governed by its own laws.

"Subsequently to the period of the 15th and 16th centuries was established the more regular mode of legislation which subsisted at the time of the revestment; and from the beginning of the last century, with few exceptions, in which the commands of the lord proprietor have been obtruded as laws on the people, the legislative authority of the country has been vested in the lord proprietor, the Governor and Council, and the 24 keys.

Established legislation in the island by Governor, Council, and Keys.

"When these three estates, or the two latter of them, were assembled, they were called the Tynwald Court, and by the joint concurrence of these three branches of the legislative power of the island, the laws which govern its inhabitants were enacted.

Constituted the Tynwald Court, or Insular Legislature.

"The lords proprietors possessed the prerogatives, and had for a considerable length of time the title of Royalty. They had the sovereign control of Government in every instance, under such restrictions as were from time to time introduced.

Royal prerogative of Lord Proprietor.

"The duty of the Council was to assemble when called upon by the lord proprietor or his governor, and give their assent or dissent to the laws proposed to be enacted.

Duty of Council.

"The Keys, who constituted the third branch of the legislative power of the Isle of Man, consisted of 24 of the principal commoners, and, as they were anciently styled, the worthiest men in the land.

Constitution of Keys.

"The Keys were, in remote time, called Taxiaxe, and have clearly existed in the island for many centuries.

"The House of Keys, when called on by the lord proprietor or his governor, met in their legislative capacity to debate upon, and approve or reject any law proposed to them.

Duty of Keys.

"When

" When the Governor and Council and Keys were assembled for the purpose of legislation, any intended Bill or law might originate in either of these assemblies. Bill might originate with either.

" The draft of the Bill being prepared, if it originated in the Council, was in that Assembly first considered and discussed. After it had been settled and approved of, the Governor convened the Keys to receive the Bill, and it was then debated upon in their house, and they had a power to reject or return it to the Governor and Council without amendments, or with such as they thought proper. If it was returned with amendments, the two last-mentioned branches of the legislature met, and settled the alterations proposed. Bill originating with Council; procedure.

" When the Bill had passed through these stages, and was so far settled, it was engrossed. The Keys were again summoned to attend the Governor and Council in the Council Chamber, and there the Bill was read over in their presence and signed by as many of the members of the two houses present as had attended the progress, or approved of the intended laws. Bill signed.

" When any Bill originated in the House of Keys and was approved of by 13 of the members of that house, it was from them sent to the Governor and Council for their discussion, and they had a power to reject or approve of it, either with or without amendments; and when approved of, it was engrossed, read over, and signed in the Council Chamber, in the same manner as if it had been first brought in by the Governor and Council. Bill originating with Keys; procedure.

" After the Bill had proceeded thus far, it was transmitted to the Lord Proprietor for his assent, and he had a power of rejecting as well as of giving a general or qualified assent thereto. Assent of Lord Proprietor.

" When it was returned with the approbation of the Lord Proprietor, the Governor ordered a court to be held on the Tynwald Hill, and there the Act was read over fully in the English and Manx languages, in the presence of and signed by the Governor and as many of the Council and Keys then present as chose to attest that promulgation of the law; it then became an Act of the legislature of the island, and binding upon its inhabitants. Publication on Tynwald Hill.

" The Acts of the legislature of the island thus constituted, were binding in all cases whatsoever. The Statute Book presents laws and enactments respecting every object of legislation, public and private; and this constitution of the legislature of the isle having been sanctioned by the almost uninterrupted practice of 150 years prior to the revestment, may justly be considered as finally and completely established at that period." Acts of Island Legislature binding in all cases whatsoever.

The Duke having alleged to the Commissioners, " That his family had the power of increasing the duties with the consent of the legislature" (the Insular Legislature), the Commissioners on this point report, " Upon the whole of the evidence we collect, it is not probable a consent to any increase of duties would have been given without an equivalent." The Duke could not increase duties without consent of Insular Legislature.

This report gives a correct view of the constitution of the Isle of Man, and is an official document that has always been recognised as good authority in all matters relating to the island. Recognition of report.

The Duke of Athol having persevered in seeking further compensation for the royalties in the island, and the increase of duties not having been applied to the improvements expressly stated in the Act of 1767, an accumulation of revenue accrued in the year 1805; the British Parliament then passed an Act granting him an annuity equal to one-fourth of the customs duties collected in the island, and which annuity was charged on the Consolidated Fund, and at the same time the accumulation of revenue arising from the increase of duties in the island became transferred to the Consolidated Fund. It is necessary to state that the inhabitants of the island were not parties, nor was their consent given to this transaction. The Duke obtained additional compensation in 1805. Inhabitants no parties to this.

In the year 1828 the Duke of Athol sold to the British Government the said annuity; his patronage to the bishopric and other ecclesiastical livings and tithes, his manorial rights, including mines, quit-rents and fines, with every other species of property and right of whatever kind held by him in the Isle of Man. The Duke sold remaining rights in 1828.

When the Duke of Athol sold his sovereign rights to the British Crown in 1765 he was in the receipt of customs duties levied in the Isle of Man, as before stated, under the authority of the Insular Legislature by the Act of 1736, out of which he had to defray the expenses of their collection and of the government there. And it appears that the rates of customs duties then levied, if The Duke had to pay expenses of Government, &c. in the island before he sold his royalties.

Out of duties levied by Insular Act of 1736.

The same duties if now levied not equal to present expenses.

levied on the goods and merchandise now imported into the island, would not amount to a sum equal to the same expenses to be paid there; and, as before stated, these duties could not be increased without the consent of the Insular Legislature (and such consent would not have been given without an equivalent), the British Crown only purchased that which the Duke had a right to sell, subject to the payment of the same expenses; therefore, all increase of duties levied in the island should have been by the authority of the Insular Legislature. And as it is certain that the equivalent which the Insular Legislature would have required for a consent to any increase of duties, would have been their appropriation to the necessary objects of improvement in the island, and not their abstraction to be expended elsewhere, consequently all increase of customs revenue over and above these expenses, being the surplus revenue, should, in accordance with the constitutional rights of the inhabitants, be appropriated to improvements in the island, and which was also the declared object for which the duties were first increased by the Act of the British Parliament in 1767, and although an unconstitutional measure, passed without the knowledge of the inhabitants, they were induced to submit to its operation, as it expressly stated that the customs duties were to be increased for their benefit in the improvement of the island.

The surplus revenue should be appropriated by the inhabitants.

Acts of British Legislature affecting the island passed without a knowledge of its institution

It is evident that these Acts of 1765 and 1767, passed by the British Parliament, must have been introduced and passed without a sufficient knowledge of the constitution and institutions of the island.

Before closing this case it will be necessary to refer to the general mode of administrative procedure adopted in Britain at that period, in order more fully to elucidate the cause of these inconsistent measures being adopted towards the Isle of Man.

These measures operated as precedents.

Intimidation of inhabitants prevent complaints.

These measures, however inconsistent, became precedents for subsequent measures that proved more injurious by the introduction of a restrictive system of trade under licenses, which afforded a patronage and a monopoly that were highly prejudicial to the people, who, although sensible of the injury, were prevented from making any complaints on the subject by interested parties, who stated that if the affairs of the island were laid before the British Government, the whole of its privileges would be swept away. Under the influence of these representations this obnoxious system was patiently borne and continued until the British Government became acquainted with the evil; and

Ameliorating measures proposed by Lord John Russell in 1837.

in the year 1837 Lord John Russell (then Secretary of State for the Home Department) addressed Governor Ready on the subject, intimating that the Government had decided upon altering a system that was not only inconvenient, but injurious to the inhabitants of the island, and requested him to lay the intended alterations before them for their consideration. Thus, for the first time since 1765, the British Government recognised, to a certain extent, the constitutional rights of the inhabitants, and proved, by the proposal to ameliorate their situation, the paternal care of the British Crown, when advised by an administration who have invariably been the supporters of the rights of the people. The amelioration proposed did not necessitate assimilation of duties, which would be mutually injurious.

The inhabitants discuss these measures, and elect delegates.

Investigation by delegates.

The inhabitants of the island having taken the proposed alterations into consideration, and fully discussed the measure in their respective parishes, elected delegates to co-operate with the British Government in making such arrangements as would be mutually advantageous to all parties. The delegates proceeded to London, and upon their investigation of the whole of the proceedings adopted by the British Government, since the year 1765, towards the island, ascertained that a large portion of the customs revenue collected there had been abstracted from it, while many objects requiring improvement in the island were much neglected. Conceiving this to be inconsistent with the constitutional rights of the inhabitants, the delegates were induced to address the

Rights claimed by delegates.

Government on the 20th June 1837, claiming for the inhabitants of the island their constitutional rights, and which claim has been occasionally urged upon the Government, but more especially during the progress of the Customs

Proceedings in 1853. Trade fully relieved from licensing system.

Consolidation Bill through Parliament in 1853. That Bill completely removed the last remains of the obnoxious restrictive system of trade from the Isle of Man, for which the inhabitants feel exceedingly grateful. It also, with their

Present increase of duties (1853)

consent, increased the customs duties to be levied there, which increase of duties the Government agreed should be appropriated to improvements in the island,

island, thus recognising to that extent the constitutional rights of the inhabitants, but deferred the claim to the customs duties before collected there for future consideration, the Lords of the Treasury stating that as that was "purely a constitutional question," "the Treasury was not, as a department, competent to deal with." The inhabitants are desirous that it should now be taken into consideration by Her Majesty in Council, being the authority constituted by the English Act of Settlement in the year 1700, to decide such subjects, confident that Her Majesty's Government, who are carrying out constitutional principles in every part of the empire in the most minute details, will not make the Isle of Man an exception in consequence of its weak-ness.

appropriated to island improvements.

The Treasury not competent to deal with constitutional case.

Her Majesty in Council the proper authority.

During the progress of the Bill through Parliament this last Session (1854), to bring the gross income and expenditure of the United Kingdom under the view and control of Parliament (the Isle of Man being included in the Bill), the following communications took place between the British Government and the authorities and inhabitants of the island on the subject, from which it will appear that they dissented from the proposal made by the Government, and objected to such a mode of appropriating the revenue of the island, conceiving that the measure, as applied to the United Kingdom, was a further development, in a more minute detail, of the great principles of the British Constitution, that is, that the people who pay the taxes have the right to appropriate their own revenue by their own representatives; but including the Isle of Man in the Bill was a violation of the very principle upon which the Bill was founded, and that that principle should have prevented the revenue collected from the inhabitants of the island being appropriated by the British Parliament (in which they are not represented), and should cause the island revenue to be appropriated by representatives of the people from whom it is collected.

The island objected to its revenue being brought under the control of Parliament by the Act of 1854.

Act a further development of constitutional principles as claimed for the island.

"Sir, "Treasury Chambers, 27 April 1854.

"I am directed by the Lords Commissioners of Her Majesty's Treasury to state to you that in the general plan for carrying into effect the expressed wishes of Parliament, the gross customs revenue should be paid into the Exchequer, and the cost of collection and other charges thereon provided for by vote or otherwise. My Lords have determined to bring a Bill into Parliament for that purpose, one provision of which will be, to charge on the Consolidated Fund of the United Kingdom, to be paid therefrom, a sum equal to the proportion of the customs duties collected in the Isle of Man, which, according to Act of Parliament, will be from time to time applicable to the special use of the island, to which my Lords cannot anticipate any objection on the part of the local legislature.

Letters from the Treasury to the Governor.

"My Lords request that you will take any steps which appear needful, in order to apprise the local authorities of the island of the intention of my Lords.

"I am, &c.

"The Lieut. Governor of the Isle of Man." (signed) "*C. E. Trevelyan.*"

"At a Tynwald Court, holden at Castle Rushen, the 5th day of May 1854: Present, the Lieut. Governor, Council, Deemsters, and Keys of the Isle of Man, in Tynwald assembled,—

"This Court, having considered a letter from Sir C. E. Trevelyan, of the 27th April 1854, addressed to the Lieutenant Governor, are of opinion that the proposition of their Lordships, as stated by Sir C. E. Trevelyan, is entirely inconsistent with the principle of all the Acts of Parliament hitherto regulating this subject. Under the Act 16 & 17 Vict. c. 107, following up all previous Acts, no portion of the customs revenue of this island is to be paid into the Consolidated Fund until after the deduction of the expenses attending the government of the Isle of Man, and the administration of justice there, and other charges incurred in the said isle, or which may hereafter be deemed proper charges; and also the annual sum of 2,300 *l.*, payable under the 8 & 9 Vict. c. 94, and one-ninth of the revenue to be expended on the harbours and other public works.

Reply of the Tynwald Court.

"This Court has no wish to throw any obstacle in the way of carrying into effect the expressed wishes of Parliament, in so far as they may be consistent with the rights of the Isle of Man, but it is of opinion that the proposition now made, whereby the gross amount of the revenue of the Isle of Man will be paid into the Exchequer, would be entirely at variance with the rights and interests of the inhabitants of the island.

"*Charles Hope*, Lieutenant Governor.
"*C. R. Ogden*, Attorney General.
"*Mark H. Quayle*, C.R.
"*Joseph Moore*, Archdeacon.
"*W. W. Christian*, Water Bailiff.
"*T. A. Corlett*, Vicar General.
"*J. J. Heywood*, "*W. L. Drinkwater*, } Deemsters.

"KEYS.

"*E. M. Gaurn.*	*M. Goldie.*	*P. Cunningham.*
"*E. Cameron.*	*J. B. Bennett.*	*E. C. Farrant.*
"*F. Lamothe.*	*F. Matthews.*	*J. Gell.*
"*J. Crellin.*	*J. Kelly.*	*S. Wilson.*
"*J. Quayle.*	*R. Harrison.*	*T. Moore.*
"*F. Clucas.*	*A. Spittall.*	*G. Goldie.*
"*R. Quirk.*	*R. Moore.*	*H. Murray.*
"*E. Gell.*	*W. Callister.*	*G. W. Dumbell.*"

Letter from J. J. Moore to the Secretary to the Treasury.

"7, Buckingham-street, Strand, London,
"Sir, 23 June 1854.

"It appears from the Votes and Proceedings of the House of Commons that you have proposed to alter the preamble of the 'Public Revenue and Consolidated Funds Charges Bill,' by adding the words 'and the Isle of Man' after the words 'United Kingdom.'

"As you very kindly informed me last night that you did not wish to make this alteration if the inhabitants of the Isle of Man objected to it, as their delegate, and on their behalf, I most respectfully request that such alteration may not be made, as it is contrary to their intentions on the subject.

"I have, &c.
(signed) "*John Jas. Moore*,
"Delegate and Agent from the Inhabitants
"James Wilson Esq., M.P." of the Isle of Man."

Letter from J. J. Moore to Lord Granville.

"7, Buckingham-street, Strand, London,
"My Lord, 22 July 1854.

"I beg leave most respectfully to address your Lordship on a subject in the 'Public Revenue and Consolidated Fund Charges Bill' before Committee.

"I am informed that yesterday, in Committee, in reply to the Earl of Derby on the rights of the inhabitants of the Isle of Man, your Lordship stated that the inhabitants were satisfied with the addition or alteration made in the preamble of the Bill. Although I have no doubt your Lordship conceived that there were grounds for this reply, feeling the responsibility of my position, I am under the necessity of informing your Lordship that the inhabitants of the island are decidedly adverse to the Bill including the island in any manner whatever (particularly without a clause reserving their rights), as being a violation of their rights and privileges, which can be made to appear, should the Committee receive evidence on the subject.

"Annexed is a copy of a note addressed to Mr. Wilson on the subject.

"I have, &c.
(signed) "*John Jas. Moore*,
"Delegate and Agent from the Inhabitants
"The Right Honourable of the Isle of Man."
Earl Granville."

This

This letter to Earl Granville was written to him as Chairman of the Committee of the House of Lords, before whom the Bill then was. The delegate having induced the Earl of Derby, the Earl of Eglinton, and Lord Monteagle, to support the rights of the island before or in the Committee, and oppose its being included in the Bill, upon the Earl of Derby proving to the Committee the inconsistency of the Bill extending to the Isle of Man, the Earl of Granville replied, "that the inhabitants were satisfied with the Bill." The Earl of Derby leaving town immediately after receiving this reply, necessitated the letter to the Chairman on the subject.

Earl of Derby, Earl of Eglinton, and Lord Monteagle, support the rights of the island in Committee of the Lords.

It was expected that these objections made to the parts of the Bill that affected the island would have prevented further interference with the island's rights by the British Parliament until the claims of the inhabitants should have been fully heard on their merits, and the final adjustment of the same; but circumstances of an Imperial nature having occurred which induced precipitancy in the measure, the interest of the island, being considered of minor importance, did not receive that attention it required.

Precipitate progress of Bill prevents attention to island rights.

The petition (which this case supports), signed by 3,157 inhabitants of the Isle of Man, including several members of its Legislature, to Her Majesty, was taken to the Home Office by their delegate, John Jas. Moore, on the 4th of August, supported in deputation by three members of the House of Commons (Mr. Ewart, Mr. Thornley, and Mr. Crauford), who, after stating concisely to Viscount Palmerston the rights of the inhabitants, handed the petition to his Lordship, requesting that they should have an opportunity of being heard before Her Majesty in Council on the merits of their claims, to which his Lordship assented.

Petition from inhabitants of the island to Her Majesty presented to Lord Palmerston.

A petition of the same import, from 95 inhabitants of the town of Castletown, Isle of Man, was also transmitted to his Lordship by the Governor of the island, who received the following reply on the subject:

Petition from Castletown, sent through the Governor.

"Sir, "Whitehall, 20 September 1854.

"A petition to the Queen from certain inhabitants of the Isle of Man, relative to the appropriation of the revenue collected as customs duties in that island, having by Her Majesty's command been referred for the consideration of Her Majesty's Treasury, I am directed by Viscount Palmerston to transmit to you herewith a copy of a letter from the Secretary of the Treasury, stating that their Lordships are unable to recognize the proportion of the public revenue derived from the Isle of Man in any other light than that in which they regard the revenue derived from any locality of the United Kingdom, or otherwise than as applicable in the same manner to Imperial purposes.

Letter from Home Office to the Governor.

"I have, &c.

"The Hon. Charles Hope, (signed) "*H. Waddington.*"
Lieut. Governor, Isle of Man."

"Sir "Treasury Chambers, 25 August 1854.

"With reference to your letter of the 11th instant, transmitting a petition to the Queen from the inhabitants of the Isle of Man, on the subject of the appropriation of the revenue collected as customs duties in that island, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Viscount Palmerston, that my Lords are unable to recognise the proportion of the public revenue derived from the Isle of Man in any other light than that in which they regard the revenue derived from any locality of the United Kingdom, or otherwise than as applicable in the same way to Imperial purposes.

Letter from Treasury, viewing the island revenue as that of England.

"With regard to improvements of the island, my Lords are of opinion that they can only be considered upon the same principle as is applicable to all other places. Those which are of a purely local character must be undertaken from local sources, and those which are of a public and Imperial character must be provided for by votes of the Imperial Parliament, in relation to their urgency as compared with other works of a like nature in other parts of the Kingdom, as Parliament may decide.

Local improvements from local sources.

"I am, &c.

(signed) "*James Wilson.*"

In referring to this letter of the 25th of August, from the Secretary of the Treasury, stating, "that their Lordships (of the Treasury) are unable to recognize the proportion of the public revenue derived from the Isle of Man in any other light than that in which they regard the revenue derived from any other locality of the United Kingdom, or otherwise than as applicable in the same way to Imperial purposes;" it may be the case that the Lords of the Treasury cannot recognise any portion of revenue, brought into their hands under Acts of the Imperial Parliament, and not for a specific purpose, in any other light than for Imperial purposes; but to "regard the Isle of Man revenue" (which is now sought to be released from the operation of such Acts) in the same light as revenue derived from any other locality of the United Kingdom, is to confound that which is separate and distinct, the Isle of Man being no part of the United Kingdom; it never was a part of it, therefore it cannot consistently be treated as such.

Viewing the island as part of England inconsistent with its true position.

Their Lordships' opinion respecting the legitimate mode in applying funds in particular localities is highly satisfactory, and is in strict accordance with that which the inhabitants require to be carried out in the island, that is, the improvements that "are of a purely local character must be undertaken from local sources;" consequently the funds collected in the island should be appropriated to improvements purely necessary for the island, and the other improvements that are necessary there for the benefit of the nation must be provided for by votes of the Imperial Parliament

Local improvements from local sources equitable, and that claimed by the inhabitants.

The opinion of the Lords of the Treasury (who stated in 1853 that as that was "purely a constitutional question," "the Treasury was not, as a department, competent to deal with") in confounding the Isle of Man with the United Kingdom, is the natural result of forming opinions on *ex parte* statements in which the true merits of the case is never developed. It is by this mode of procedure, which has been so often adopted towards the island, that the petitioners have suffered, and of which, as being inconsistent with the impartial administration of justice in every department, they loudly and most energetically complain, and fully expect will cease for the future, by affording them all opportunity of being fully heard when their petitions are taken into consideration, and before any final decision is come to on the merits of their case.

Ex parte statements cause the island to be viewed as part of England.

During the Session of 1853 there were several parties on behalf of the island in communication with the Government on this subject, which had the appearance of a divided interest, and was of some inconvenience to the Treasury Department. To remove this appearance of divided interest, and every objection that any peculiarity of position of any party interested in the island could present as an obstacle in the way of the inhabitants obtaining their rights, the petition to Her Majesty, presented to Viscount Palmerston on the 4th August last (1854), is from the inhabitants themselves, and signed not only by persons holding diversity of opinions, but by several of the authorities, and which with the communications to the Government this year (1854), respecting the claim as hereinbefore quoted, prove such an unanimity on this subject on the part of all the inhabitants, as to prevent any difference of opinion on other subjects to be an obstacle in the attainment of their just rights now claimed, as herein set forth and fully proved.

Appearance of divided interest in 1853.

The petition presented supported by all parties in the Island.

The Petitioners having established their first position, in the second place they proceed to prove that the procedure adopted by the British Government in levying and appropriating the customs duties collected in the Isle of Man, without the consent of the inhabitants, has been inconsistent with the principles of the British Constitution, and contrary to the mode in which these principles are applied in all the other dependencies of the British Crown.

Treatment of the island inconsistent with the constitution of Britain.

The Charter of Liberties, or Great Charter, granted by King John to his subjects in the year 1215, called Magna Charta, states in the 14th section:

Magna Charta.

"No scutage or aid shall be imposed in our kingdom unless by the Common Council of the nation, except for ransoming our person, and making our eldest son a knight, and once for marrying our eldest daughter, and for these three only a reasonable aid be demanded."

No aid unless by the people.

Sections 15 and 16. "In like manner it shall be concerning the aids of the City of London with all other cities, boroughs, towns, and ports, shall have all their liberties and free customs."

The same in all parts of the empire.

Section 18. "And, furthermore, we shall cause to be summoned in general by our sheriffs and bailiffs, all others who hold of us in chief at a certain day, that

Sufficient notice to be given.

that is to say, 40 days before their meeting at least, and to a certain place, and in all letters of such summons we will declare the cause of the summons."

Section 20. "We will not for the future grant to anyone, that he may take aid of his own free tenants, unless to ransom his person, and to make his eldest son a knight, and once to marry his eldest daughter, and for this there shall only be paid reasonable aid." — No authority given to the contrary.

Section 65. "If we have disseised or dispossessed the Welsh of any lands, liberty, or other things without the legal judgment of their peers, they shall be immediately restored unto them. And if any dispute arises upon this head, the matter shall be determined, for tenants in England, according to the laws of England, for tenants in Wales according to the laws of Wales; the same shall the Welsh do to us and our subjects." — Every violation to be immediately redressed.

Section 69. "All the aforesaid customs and liberties which we have granted to be holden in our kingdom, as much as it belongs to us towards our people of our kingdom, as well clergy as laity, we shall observe, as far as they are concerned towards their dependents." — These liberties shall be observed.

Sections 70, 71, 72, 73, and 74. "And whereas for the honour of God, and the amendment of our kingdom, and for quieting the discord that hath arisen between us and our barons, we have granted all the things aforesaid, willing to render them firm and lasting, we do give and grant our subjects the underwritten security, namely, that the barons may choose 25 of the barons of the kingdom whom they think convenient, who shall take care with all their might to hold and observe, and cause to be observed, the peace and liberties we have granted them and by this our charter confirmed, so as that if we, our justiciary, our bailiffs, or any of our officers, shall in any circumstance fail in the performance of them towards any person, or shall break through any of these articles of peace and security," "and the offence is notified, &c.; and if it is not redressed by us, &c. within 40 days from the time it has been notified, the 25 barons, together with the community of the whole kingdom, shall distrain and distress us all the ways possible, namely, by seizing our castles, lands, possessions, and in any other manner they can, till the grievance is redressed according to their pleasure, saving harmless our own person and the person of our Queen and children, and when it is redressed they shall obey as before;" "and any person whatsoever in the kingdom may swear that he will distress us jointly with them to the utmost of his power." — Granted for the honour of God, and amendment of the kingdom. Rendered firm and lasting. Violation not redressed, resistance inculcated in all possible ways.

Section 75. "And we will not, by ourselves or by any other, procure anything whereby any of these concessions and liberties be revoked or lessened; and if any such thing be obtained let it be null and void; neither shall we ever make use of it, either by ourselves or by any other." (Montague's History of England.) — Liberties not to be revoked.

This charter (of which the foregoing are extracts) is admitted by all parties to form the first code of the British Constitution, and the text quoted as the best authority whenever its principles have been the subject of discussion in Parliament and in courts of justice; and there has not been a reign of any monarch in Britain since the charter was granted in which there have not been Acts passed by the British Parliament confirmatory and explanatory of the same. — Magna Charta, first code of British constitution, confirmed during every reign.

It was a violation of the rights granted by this charter that caused the civil war in the reign of King Charles the First, and led to the melancholy death of that monarch. — Violation caused civil war.

About the same time "the commands of the Lord Proprietor" were attempted to be "obtruded as laws on the people" of the Isle of Man, as referred to in the Commissioners' Report hereinbefore quoted, but not being persevered in, constitutional legislation continued there. — Commands attempted to be obtruded in the island as laws.

The Act passed by the British Parliament this last Session (1854) before referred to, bringing the whole of the expenditure of the revenue of Britain in its most minute detail under the control of the people by their representatives, is a further confirmation and extension of the constitutional principle, that as the people can only be taxed by themselves, through their representatives, it is the people and the people only, that have the right by their representatives to appropriate the taxes so levied. — Act of 1854, bringing the whole expenditure before Parliament, a more detailed application of the British Constitution.

These principles are at present so universally recognised and adopted by all the authorities of Britain, that it now appears strange that such a violation of them

When the island's rights were infringed upon, similar treatment adopted towards the American Colonies.

them should have occurred towards the Isle of Man, but upon referring to the general mode of procedure adopted by the British Government at that period, it will appear that there were others that suffered about the same time. An attempt was made by Acts of the British Parliament to levy taxes on the inhabitants of the American Colonies, which the colonists contended were violations of Magna Charta, and conceiving that under the authority of the 70th and 71st sections of that charter they had the right to combine and resist with force of arms, a destructive war ensued, in which about 100,000 lives were lost, and property to the extent of some hundreds of millions destroyed. This war ultimately terminated in the severance of these Colonies from the British Crown, thus losing one of its brightest gems.

Caused a calamitous war, great loss of life and property, and severance from the Crown.

Act passed to quiet the Colonies by giving control over their own revenue.

During this war the British Parliament passed an Act (18 Geo. 3, c. 12) to quiet the Colonies, by which it was enacted that the revenues of the Colonies were to be appropriated by the Colonists themselves, but this recognition of constitutional principles, considered to have been forced from the Government, came too late to have the effect of quieting the people. In the discussion of these measures respecting the Colonies in both Houses of Parliament, the Members who stood up to protect the rights of the people, denounced in the strongest terms these proceedings of Ministers in levying taxes on the Colonists by the authority of the British Parliament, in which they were not represented, declaring the same to be a violation of the rights of British subjects granted to them by Magna Charta, and subsequently confirmed by many Acts of Parliament. A few extracts from the speeches in Parliament of some of the most eminent men of that day will exhibit the views they took of the subject, and tend to illustrate the principles involved.

Discussion in Parliament on the rights of British subjects.

Mr. Pitt supports the rights of the people in the House of Commons.

In 1765 Mr. Pitt, in the House of Commons, stated, "When the resolution was taken in the House to tax the Americans, I was ill in bed. If I could have endured to have been carried in my bed, so great was the agitation of my mind, I would have solicited some kind hand to have laid me down on this floor to have borne my testimony against it." "A subject of greater importance than ever engaged the attention of this House! that subject only excepted when, near a century ago, it was the question whether you yourselves were to be bound or free." "It is my opinion that this kingdom has no right to lay a tax upon the Colonies." "When in this House we give and grant, we give and grant what is our own. But, in an American tax, what do we do? We, your Majesty's Commons of Great Britain, give and grant to your Majesty what? Our own property? No, we give and grant to your Majesty the property of your Majesty's Commons in America. It is an absurdity in terms. The Commons of America, represented in their several Assemblies, have ever been in possession of the exercise of their constitutional rights of giving and granting their own money. They would have been slaves if they had not enjoyed it. Wales was never taxed by Parliament until it was incorporated."

Taxation without representation an absurdity in terms.

Lord Chatham, in the House of Lords, on personal rights.

When he became Lord Chatham, in the House of Lords, on personal rights, "If the King's servants will not permit a constitutional question to be decided according to the forms and on the principles of the constitution, it must then be decided in some other manner, and rather than it should be given up, rather than the nation should surrender their birthright to a despotic minister, I hope, my Lords, old as I am, I shall see the question brought to an issue, and fairly tried between the people and the Government. My Lords, this is not the language of faction; let it be tried by that criterion by which alone we distinguish what is faction from what is not, by the principles of the English Constitution. I have been bred up in these principles, and know when the liberty of the subject is invaded, and all redress denied him, resistance is justified."

Takes his stand on Magna Charta, &c.

"Magna Charta, the Petition of Rights, and the Bill of Rights, form the Code of the English Constitution: upon the text of these I take my stand." "My Lords, I justly revere the prerogative of the Crown, and would contend for it as warmly as for the rights of the people." "They are linked together, and naturally support each other." "To gratify some individuals the laws had been despised, trampled on, and destroyed; these laws which had been made by the stern virtue of their ancestors, the iron barons of old, to whom we were indebted for all the blessings of our present constitution, to whose virtue and whose blood, to whose spirit in the hour of conflict, and to whose tenderness in the

the triumph of victory, the silken barons of this day owe their honours and their seats, and both Houses of Parliament owe their continuance."

In 1766, Lord Chancellor Camden, in the House of Lords on American taxation:—

Lord Chancellor Camden in the House of Lords.

"Wales was not taxed until it was united to England, when it was forthwith represented." "Guernsey, Jersey, and the Isle of Man are not yet a part of the realm of England, and have never yet been taxed." "Taxation and representation are inseparably united; nor is the doctrine new, it is as old as the constitution, it grew up with it, indeed, it is its support; no British Parliament can separate them, to endeavour to do it is to stab our very vitals." "This position is founded on the laws of nature; it is more, it is an eternal law of nature, for whatever is a man's own is absolutely his own, no man hath a right to take it from him without his consent, either expressed by himself or representative; whoever attempts to do it attempts an injury, whoever does it commits a robbery, he throws down and destroys the distinction between liberty and slavery." "I challenge any one to point out the time when any tax was laid on any person by Parliament, that person being unrepresented in Parliament. The Parliament laid a tax upon the Palatinate of Chester, and ordered commissioners to collect it there, as commissioners were ordered to collect it in other counties, but the Palatinate refused to comply, they addressed the King by petition, setting forth that the English Parliament had no right to tax them, that they had a Parliament of their own, that they had always taxed themselves, and therefore desired the King to order the commissioners not to proceed. The king received the petition, he did not declare them either seditious or rebellious, but allowed their plea, and they taxed themselves. Your Lordships may see both the petition and the King's answer in the Tower."

"the Isle of Man not yet part of the realm of England;" "never yet taxed."

Taxation and representation inseparably united.

Chester attempted to be taxed before represented, petitioned against and relieved.

The foregoing authorities are so conclusive on the subject, that it is unnecessary to adduce any more to prove that the treatment to which the Isle of Man had been subject since the year 1765 is inconsistent with the constitution of Britain.

Authorities conclusive, the treatment of the island inconsistent with the Constitution of Britain.

How does this treatment of the island appear when compared with that which is adopted towards the colonies, and other dependencies of the British Crown? Although all of them are very expensive appendages to Britain, is any portion whatever of their revenue taken from them, either with or without their consent? None; they have the whole control, both of levying and appropriating it. How are the Channel Islands treated? These approach the nearest in their relative constitutional position to Great Britain to that of the Isle of Man. The British Government expends annually large sums of money in the formation of harbours, and for the defence of these islands. Is any part of their revenue taken from them to liquidate the least portion of these expenses? None whatever. Are any duties, taxes, or other money payments whatever levied on the inhabitants of these islands by the British Parliament or by the British Crown?—None. Even when the Government in 1852 thought it necessary to introduce some new regulations, as an improvement in the administration of justice in these islands, and Orders in Council were issued for that purpose, the inhabitants petitioned Her Majesty in Council, complaining that the said Orders in Council were an infringement of their rights, and when their petition was heard on its merits, the petitioners were afforded an opportunity of supporting their case by conclusive evidence that induced a decision in their favour. Consequently the Orders in Council were withdrawn, and the inhabitants of these islands left in the quiet enjoyment of their constitutional rights.

Treatment of the island compared with that of Colonies, &c.

The inhabitants of Jersey petitioned and obtained redress.

If the colonists who are considered to be British subjects have the right of both levying and appropriating their own revenue without the interference of the British Parliament, how much more should the inhabitants of the Isle of Man be admitted to have the same rights, who inhabit not any part of the realm of England but that which has always been a separate kingdom, having its own Legislature. At the same time they duly appreciate the great privilege of being under the British Crown, whose faithful and loyal subjects they have proved to be, and consider that having a sovereign to whom not only duty but affection secures their allegiance, and also the allegiance of the whole of the empire, is the greatest political blessing any people can enjoy.

The Colonies have control in laying out, and appropriating their own revenue.

It may be well to recapitulate concisely what has been already adduced in support of the claims of the petitioners:—

Concise recapitulation of the preceding.

First, as to the Isle of Man having always been an absolute kingdom, having its own Legislature, and governed by its own laws, this has been proved, by a reference to authorities of the most unquestionable nature, namely:—

1st. Jocelin, Vit. Patria, 6. 152. Coke's Report, 7. Camden's Britannica.

2d. The Grant of King Henry the Fourth to Sir John de Stanley.

3d. The decision of His Majesty in Council, in the case of Anne, Countess Dowager of Derby, for dower, as reported by Kelway. 11 Henry 8.

4th. The judgment of Lord Chancellor Hardwick on the case between the Earl of Derby and the Duke of Athol.

5th. The speech of Lord Chancellor Camden in 1766, when supporting the rights of the American Colonists in the House of Lords. He stated that "Guernsey, Jersey, and the Isle of Man, are not yet a part of the realm of England, and have never yet been taxed;" "taxation and representation are inseparably united;" making use of the strongest possible language on the subject, with conclusive illustrations as hereinbefore recited.

6th. The Report of the Commissioners appointed by the Crown, and sent to the island in 1791, to investigate the rights of the Duke of Athol, and ascertain other matters connected with the island; this Report being the most minute, elaborate, and circumstantial authority extant on the subject, it being instituted by the Crown, it cannot but be recognised by the same.

7th. Official records in the island, where the whole of the Legislative and Administrative proceedings are duly recorded as they occurred. Specimens in illustration, as hereinbefore given, prove the free and uncontrolled legislation and administration by the insular authorities as an absolute kingdom until the year 1765, without a single case of interference with the rights of the inhabitants by the Crown or Legislature of Britain.

Upon due consideration of all these authorities, no doubt can be entertained as to their validity, nor can any doubt be retained as to the result they conclusively establish, namely, that the Isle of Man, up to the year 1765, was a free, uncontrolled, absolute kingdom, and that the procedure adopted towards it by the British Government in levying customs duties in the island, and abstracting the revenue thus derived from it without the consent of the insular Legislature, has been a violation of the constitutional rights of the inhabitants.

Island proved to have been an absolute kingdom and its treatment since 1765, a violation of its constitutional rights.

Some persons may think it to have been unnecessary to dwell so much on this part of the case, but when the procedure complained of is duly investigated, it must appear evident that the principal cause of that which is complained of by the petitioners originated in an impression that the Isle of Man was a part of the realm of England, or capable of being treated as such, and this idea might have been embraced, without due consideration, when the sovereignty of the island became vested in the British Crown; and the same idea still prevails, as developed in the Treasury Letter of 25th August 1854. But a simple transfer of the sovereignty of the island could not impair the constitutional rights of the inhabitants, as it is evident when held by the Crown of Britain before the grant of Henry the Fourth to Sir John de Stanley; the people then had their constitutional rights free from the control or interference of the British Parliament, and which Lord Chancellor Camden referred to in the House of Lords as still being retained by them in 1766, a year after the sale from the Duke of Athol, and it was not until the following year (1767) that the first Act was passed by the British Parliament to levy customs duties in the island, and which Act was in direct opposition to the Insular Act of 1736, which enacted that no increase of duties should be levied by any authority without the consent of the Insular Legislature. Therefore, it was necessary to clear up this point fully, in order that the relative constitutional position in which the island always stood towards Britain should correctly appear.

The necessity of proving the island no part of the realm of England, as it is still received by some as such.

In

In the second place, the authorities herein adduced, namely,—

Authorities proving the proceedings inconsistent with the Constitution of Britain.

1st. Magna Charta, or the great charter of British liberties, with the Acts confirmatory, or explanatory thereof;

2d. The quotations from the publicly declared opinions in illustration of the same by the greatest men of the age;

3d. The practical application of these in all the dependencies of Britain;

satisfactorily prove that the proceedings complained of by the petitioners are inconsistent with the principles of the British Constitution, as well as being contrary to them, as applied in every other dependency of Britain.

Objections to claims of inhabitants.

Having established both the positions taken by the petitioners, it is now necessary to examine and meet the objections made in opposition to them, and prove these objections to be untenable.

Usage.

It has been argued that the system complained of by the inhabitants of the Isle of Man has existed during such a length of time, that it may now be considered established by usage. But one of the greatest authorities of his day (Mr. Pitt) stated, in reply to a similar argument in the House of Commons, that "such usage could not establish what was illegal; usage in matters of law that are doubtful, is a good expositor of law, but usage against law is oppression;" and the longer it had existed, so much the greater necessity for its speedy correction. (Par. Jour. 1764.)

Usage contrary to law oppression.

Without consent of inhabitants.

The whole of the treatment adopted by the British Government towards the island from the year 1765 up to the year 1837, had been so adopted without any reference whatever to the opinion of the inhabitants, or to their assent or consent to the measures introduced in any respect.

Proceedings of Duke of Athol in 1802.

On referring to the proceedings on the Petition of the Duke of Athol to his Majesty in Council in the year 1802, to obtain further compensation for his royalties in the Isle of Man, it appears that the House of Keys petitioned his Majesty in Council praying to be heard on the merits of that case, but it is evident they were not afforded an opportunity. The Duke's case was referred to his Majesty's Attorney and Solicitor General to report thereon, who, in their report, attempted to justify the proceedings adopted towards the island in 1765, by referring to some English Acts not applicable to the subject, and the necessity of adopting some measure to prevent the frauds on the British revenue then complained of.

Report of Attorney and Solicitor General founded on erroneous data.

They state, "it was evident from the fact that the Legislature of the island was either unwilling, or unable by their own internal laws, to suppress the mischiefs." This statement by them, as a fact in opposition to the real fact of the island Legislature having, in 1710, made a reciprocal treaty with the British Government, and passed an Insular Act expressly to co-operate in suppressing the frauds on the British revenue then complained of, and the Insular Act having been strictly enforced during two years without the British Government performing their part of the treaty, is a sufficient proof that the proceedings on the occasion were *ex parte*, as it cannot be conceived that the Attorney and Solicitor General would have made such a statement, if any person on behalf of the inhabitants could have had an opportunity of laying their case before them, and of being fully heard on the merits, in which the contrary of what the Attorney and Solicitor General stated as a fact would have been established as the truth.

Exparte statements.

Too often adopted.

This is a specimen of what is always to be expected, and the natural consequence of forming an opinion on *ex parte* statements, or on hearing only one side of a case, and which has been too often adopted towards the island, even lately by the Treasury in forming their opinion, as expressed in the letter of the 25th August 1854, hereinbefore quoted.

Amelioration proposed by Lord John Russell in 1837.

Although many of the inhabitants of the island felt most keenly the injurious effects of these measures, their feelings were suppressed under the fear and intimidation induced by the representations of interested parties, and it was not until the year 1837, when the Government proposed an amelioration of their state, that these fears became dispelled. It was only then, also, a correct knowledge of the extent of the injury to which they had been subject was obtained through the delegates they had elected to co-operate with the Government, and ever since that period efforts have been made to have their rights restored.

It cannot be considered that the lapse of time since 1837, or the *ex parte*

proceedings adopted prior to that period, without the knowledge or consent of the inhabitants, before being enforced, should in any degree militate against the restoration of these rights.

Ojection: "the island revenue always paid into the British Exchequer."

Although the Treasury admitted in 1853 that, as a Department, it was not competent to deal with the case, as it was purely a constitutional question; yet objections were made by that Department to the claims of the inhabitants to their own revenue; namely, that the island's revenue "had always been paid into the Exchequer under Acts of Parliament." In reply to this objection it is hereby distinctly stated that the island's revenue was not always paid into the British Exchequer; but it is admitted that after the sovereignty of the island was transferred to the British Crown it was competent for the British Government to direct where the revenue should be placed for safety until appropriated to the objects for which it was levied, and, as a matter of course, after some time had elapsed during which defalcations occurred, it became so placed in the British Treasury, but kept in a separate account to the credit of the Isle of Man, evidently with the intention of being applied in conformity with the Act of 1767 passed by the British Parliament for the express purpose of raising a revenue, "that provision be made for encouraging, improving, and regulating the trade and manufactures of the island," as before stated.

Not "always," but latterly for a specific purpose.

Objects of improvement neglected.

Accumulation transferred to Consolidated Fund in 1805.

In consequence of the inhabitants not having any party in communication with the British Government sufficiently interested in their behalf, these objects for which the revenue was levied became neglected, and an accumulation to the credit of the Isle of Man accrued in the Treasury, which, in the year 1805, was transferred to the Consolidated Fund, without the consent or even knowledge of the inhabitants of the island; and it was not until 1837 this transaction became known to them, which induced the claim then made to the Government, and, as before stated has been persevered in.

Had an agent or a banker thus appropriated funds that had been received for a specific purpose, it is unnecessary to give the designation such conduct would merit, letting alone the pleading of such as a precedent for its continuance. It would be quite unjustifiable to compare the measures adopted by Ministers of the Crown to those which private interested parties adopt, as they are expected to be always aware of and responsible for the particular rights of the respective parties with whom they do business; whereas the Ministry often change, and cannot be expected to be acquainted with the minute detail of the rights of all parties, particularly of those who have no persons to remind the Government on the subject; who, then, as a matter of course have to proceed in the line of their predecessors; but when this line is ascertained to be erroneous, then, if continued or persevered in, the responsibility of inflicting an injury is incurred.

Cause of Revenue of island being applied.

Objection: "Britain expends funds protecting the Empire."

It has also been stated by an authority as an objection, "that as Britain expends considerable funds in the defence and protection of the Empire, the Isle of Man ought to contribute something towards that protection which it enjoys." This is the most plausible objection that is brought forward against the claim of the inhabitants, as it implies that some portion of this expense is incurred in their protection; but this is a fallacy, and not a fact. The British Government does not expend a single shilling of the British revenue for the defence of the Isle of Man. Whatever expenses that are incurred in the island all of them are taken out of its own revenue, and the peculiar situation of the island is a defence in itself; besides that, it does not contain anything to induce any power to commit an aggression upon it. During many centuries it remained as well protected as it is as present before any of its revenue was taken to the British Exchequer; and if the island was swallowed up by the sea, or otherwise destroyed, the expenditure of Britain would not be reduced thereby in the least degree. Therefore, any portion of its revenue cannot be claimed to replace British revenue expended by the British Government in its protection.

No British funds expended in protecting the Isle of Man.

No funds should be expended without the consent of those who contribute them.

Should it really have been the case that any funds had been expended by Britain in protecting the Isle of Man, would this justify the taking of money from the people without their consent? No, not in the least degree. No other subjects of the British Crown are so treated; witness the Channel Islands and Colonies, as before referred to.

If necessary to contribute, the inhabitants would do so.

But should it be necessary to call upon all the subjects of the British Crown to contribute funds for its defence and protection, and that call made in a constitutional manner, the inhabitants of the Isle of Man would not hesitate to respond

respond to it with as great pleasure and as liberally in proportion to their means as any other portion whatever of Her Majesty's subjects.

Some persons have suggested that both the legislation and taxation of the Isle of Man should be assimilated to those of England, having formed the idea that all parts of the British Empire should be placed under the same regulations in every respect whatever. These persons have a very superficial view of the relative capabilities, and, consequently, the diversity of arrangements necessary to be adopted in the different parts of an extensive empire. No parent of sane mind would attempt to enforce such a principle on his children; he would not possibly expect the same intellectual or physical exertion from his boy of five years old as he would expect from his son of 20 years.

Assimilation with England inconsistent with impoverished state of the island.

At one time centralisation was the order of the day, but the British Government now admit and act upon the principle, "that the people in each respective locality are more likely to know better what is useful for them than any parties at a distance can know," and also suits the burden to the ability of those who have to bear it.

Centralisation not beneficial.

It would be the height of injustice to levy on a comparatively poor little country like the Isle of Man, without trade or manufactures, the same weight of taxation that a great commercial and manufacturing country like Britain is well able to pay. Even the expenses of legislation are so great in England that if the Isle of Man had to obtain Acts for local purposes through the British Parliament the inhabitants of the island could not raise funds sufficient to pay the expenses incurred in their attainment.

The island could not bear English expenses, either in taxation or Legislation.

The comparative freedom of the Isle of Man from high duties and taxation is not only an advantage to the inhabitants, but also a considerable advantage to Great Britain as a central situation affording an economical retreat for retired military and naval officers, and persons of limited income, whose expenditure there returns to the mother Country, instead of their going to the continent for the sake of economy, at the same time affording the population of the manufacturing districts an economical bathing retreat during the summer months, so much required for the health of persons closely confined by their various occupations in the large towns.

The island free from taxation a benefit to Britain.

The objects to which the funds claimed by the inhabitants of the island require to be appropriated are the same as those stated to the Government in 1837, but the harbours being of the greatest importance, facts respecting their present state are submitted for consideration. There is no harbour in the island at present accessible by vessels at low-water, notwithstanding its great facilities as to locality and materials for their erection, in consequence of which it occasionally occurs when the Royal Mail packet with several hundred passengers arrive there in a storm of inshore wind that the passengers and mail cannot be landed, but have to be exposed to the storm during six or eight hours until the tide has flowed, to afford a sufficient depth of water for the vessel to enter the harbour.

Necessary objects for appropriation of island revenue.

Harbours for Packets.

The fisheries of the island, that would be so productive, and are an excellent nursery for seamen for the Navy, also suffer considerably from the want of harbours accessible by vessels at all times of the tide. Such convenience would tend to the employment of double the number of fishermen, and to the obtaining quadruple the quantity of fish, thus contributing not only to local necessities, but to advantages of great national importance.

For fisheries.

The petitioners conceiving that they have now not only established their right to the funds claimed, but these facts also proving the necessity of having their funds appropriated to those objects for which they are so much required, therefore expect that the equitable principles announced in the letter from the Treasury of the 25th August 1854, namely, "with respect to improvements of the island, those which are of a purely local character must be undertaken from local sources," will be fully carried out by the appropriation of the "local" island revenue to the improvements there "of a purely local character," irrespective of another part of said letter, which states that, "my Lords are unable to recognise the proportion of the revenue derived from the Isle of Man in any other light than that in which they regard the revenue derived from any locality of the United Kingdom, or otherwise, than as applicable in the same way to Imperial purposes," thus treating the island as part of the United Kingdom. Viewing the island in this right is the result of *ex parte* statements that have prevailed too much. The authorities herein

Objects of appropriation consistent with the opinion of the Treasury.

When viewed correctly as not part of England.

adduced having fully established the contrary of this: namely, that the Isle of Man never has been a part of the realm of England, it is expected that all misconception on the subject will be removed and cease to operate, as continuing to treat the island as that which it is not, will be inflicting on the inhabitants that injustice which Britain glories in removing wherever her power can effect it.

Complying with island rights will contribute to Imperial benefits.

Having referred to the local rights and to the local necessities of the Isle of Man, it will not be out of place to prove, that complying with these rights, and providing for these necessities, would, to a considerable extent, also provide for Imperial necessities, for which Imperial funds should be appropriated in accordance with the equitable principles enunciated in the Treasury Letter of the 25th of August 1854; therefore, a double claim for compliance with the island's rights is here presented.

Extensive trade in Irish Channel deficient in Harbour accommodation.

The Irish Channel is navigated by nearly one-half of the shipping engaged in the foreign and coasting trade of Britain; the number of seamen, and value of property passing through it during the year are of an immense extent, the consideration of which would, as a matter of course, lead to the expectation that every available means had been provided for the safety of these men, and the property committed to their charge, during the storms they have to encounter. Have these means been provided? No; the contrary is the fact; there is a very extensive coast around this channel without any harbour that is accessible by vessels at low-water, and in consequence of this want of harbour accommodation there are immense losses of life and property every year. The Isle of Man being situated near the centre of the Irish Channel, is admitted to be the best place for the erection of the harbour accommodation required as a retreat for the shipping navigating the channel. The necessity of having this harbour accommodation is admitted by all parties conversant with the subject, and became exemplified in the petitions expressly for that object from Liverpool, Whitehaven, Workington, Maryport, Carlisle, Dumfries, Ayre, Ardrossan, Troon, Glasgow, Greenock, Dublin, and Chester, which fully prove the subject to be of that importance, to command not only Imperial attention, but the application of Imperial funds to provide for an Imperial necessity.

Annual loss of life and property. Isle of Man best situation for harbour accommodation.

Petitions for such accommodation.

Authorities to appropriate the island revenue.

There being some difference of opinion respecting what authorities should have the control and appropriation of the funds that the inhabitants of the island claim as their constitutional right for insular purposes, it is fully expected that the British Government when complying with and carrying out these constitutional claims of the inhabitants will, at the same time make such arrangements in respect of the authorities to appropriate the same, as will be consistent with the constitutional principles at present recognised in the control of such funds, and that any deficiency existing at present in that respect may not militate against the whole being fully adjusted.

Facts only sufficient to induce justice being done to the island.

It may be thought invidious to assume that anything more than a simple statement of facts is necessary to induce the present advisers of Her Majesty to grant to the weakest dependent of Her Crown the justice now solicited, more particularly when they are recognised as having been the constant advocates of the people's rights, at the same time strenuous supporters of the prerogatives of the Crown, thus by rendering justice to all parties, maintaining the equilibrium of the best constitution enjoyed by any people, their adherence to justice being now further developed in the concentration of the power of the nation to defend an old ally from the unjust attack of an arbitrary powerful neighbour.

Confidence in Her Majesty in Council.

Under the influence of all these considerations, the inhabitants of the Isle of Man rely with implicit confidence on the magnanimity and impartiality of Her Majesty in Council in the administration of the affairs of the empire, to afford them an opportunity of being fully heard on the merits of their case, and that upon due consideration thereof, an equitable and speedy decision will be the result.

(signed) *John Jas. Moore,*
Delegate and Agent from the Inhabitants
of the Isle of Man.

7, Buckingham-street, Strand.

APPENDIX to the CASE on behalf of the Inhabitants of the *Isle of Man.*

To Her Most Excellent Majesty Victoria, Queen of the United Kingdom of Great Britain and Ireland, and of Man and the Isles.

The humble Petition of the Inhabitants of the Isle of Man.

Showeth,

THAT in the year 1765, the royalties and kingdom of the Isle of Man were transferred and reinvested in the British Crown, by a sale from the Duke of Athol, for a valuable consideration, for the express purpose of preventing illicit trade alleged to be then existing, and injurious to the British Revenue.

That prior to that period, all duties payable and levied on goods and merchandise in the Isle of Man, were so payable and levied by virtue and under the authority of the Insular Legislature of the island, and "could not be increased without the consent thereof, and such consent would not have been given without an equivalent."

That in the year 1767 (the sovereignty of the island being then vested in the British Crown) an Act was passed by the British Legislature, stating, "Whereas the property of the Isle of Man being now vested in your Majesty, it is expedient that provision be made for encouraging, improving, and regulating the trade and manufactures of the said island, and the fisheries on the coasts thereof, and whereas it is necessary that a revenue should be raised in the said Isle of Man to answer these purposes, and to defray the expenses of government there, We, the Commons of Great Britain in Parliament assembled, being desirous to make provision for the purposes aforesaid, do most humbly beseech your Majesty, that it may be enacted, and be it enacted, that, from and after the 5th July 1767, the duties payable in the said Isle of Man on all goods imported there, or exported from thence, shall cease, and that in lieu thereof there shall be raised, levied, collected, and paid unto His Majesty, his heirs and successors, the following duties for and upon the goods and merchandizes hereinafter mentioned which shall be brought or imported into the said Isle of Man."

That this measure progressed through the British Parliament unknown to the inhabitants of the island, the first intimation of which they had in its enforcement; and, although it appeared an unconstitutional proceeding, finding that it was expressly for the benefit of the island, the inhabitants became reconciled to it, which led to similar enactments being made and put into operation, without their opposition, until the year 1837, when the British Government proposed adopting certain measures for the island that would have been mutually injurious, which induced the inhabitants to elect a deputation to treat with the British Government on the subject, who, upon a thorough investigation of the procedure that had been adopted towards the island, ascertained that a large sum in customs' duties had been derived annually therefrom, and transferred to the Consolidated Fund of Great Britain, notwithstanding the said Act passed in 1767 stated expressly the objects for which the duties raised in the Isle of Man were to be appropriated, while many of these objects, particularly the fisheries, were much neglected, the harbours for the accommodation of the boats not being sufficiently capacious, nor affording the necessary shelter for their protection.

These facts induced the said deputation to transmit, on 8th June 1837, to the Right Honourable Viscount Melbourne, First Lord of the Treasury, and the Right Honourable Lord John Russell, Secretary of State for the Home Department, a concise statement of the constitutional just rights of the inhabitants of the Isle of Man claimed for them, by a reference to which it will appear satisfactorily proved, with other rights, that whatever duties are levied in the Isle of Man should be appropriated for the Government thereof, and to its general improvement, as expressed by the Act of 1767.

That the Right Honourable Lord John Russell had made an appointment to receive the deputation on the 20th June 1837, for the purpose of discussing the subject, the result of which was expected to have been its satisfactory adjustment; but this arrangement became interrupted by the decease of His Majesty King William the Fourth, on the morning of that day.

That during the progress of the Customs Consolidation Bill through the last Session of Parliament, the constitutional rights claimed by the inhabitants of the Isle of Man were repeatedly urged upon the attention of the Treasury for adjustment, but was deferred, as not being in that department, and a clause was agreed to be introduced expressly in that Bill to prevent its militating against these rights.

That there are many objects in the Isle of Man that require improvement, but have been much neglected for want of funds, particularly the harbours, not one of which is accessible at low-water. That a central harbour of refuge is required for the shipping navigating this sea, the surrounding coasts of England, Scotland, and Ireland, to the extent of nearly 300 miles, not affording any harbour accessible as a retreat at low-water, the consequence of which being immense loss of life and property. That after several nautical surveys the central position of the Isle of Man has been repeatedly officially reported as being the best position for such a harbour, having also abundant material for its construction.

That the fisheries off the island are very extensive, and are an excellent nursery for seamen, so much required for the Navy; but, in consequence of the harbours being dry at low water, more than half the time of the fishermen is lost, this discouragement prevents the fisheries being followed with that energy which would be the result of having suitable harbours accessible at all times of the tide. Such convenience would tend to the employment of double the number of fishermen, and to the obtaining of quadruple the quantity of fish, which would be a great advantage to the nation, and also to the island.

The accumulation of the surplus revenue, annually abstracted from the island, would effect the harbour accommodation required, by the erection of which reformatory employment might be afforded to a great number of convicts, thus affording the island a compliance with the just claims of its inhabitants, and contributing to national advantages of the greatest importance, including the preservation of life, the safety of property, the increase of seamen, the obtaining a great additional quantity of nutritious food for the people, and, to a certain extent, affording reformatory employment for the poor guilty criminals.

The Petitioners, therefore, most respectfully, and in all humility approach your Most Gracious Majesty, praying that their case may be taken into consideration by your Majesty in Council, confident that justice will be done to them by directing that the revenue collected as customs' duties, in the Isle of Man, may be appropriated not only to its government, but also to the necessary improvements therein, more especially in the construction of the harbour accommodation so much required.

And the Petitioners, as in duty bound, will ever pay.

(Signed by 3,157 inhabitants of the Isle of Man.)

CORRESPONDENCE to obtain Transmission of the Petition through Viscount *Palmerston*.

7, Buckingham-street, Strand, London,
26 July 1854.

My Lord,

I BEG leave most respectfully to address your Lordship on behalf of the inhabitants of the Isle of Man, who desire to present their Petition to Her Majesty for the surplus revenue of the island, which they conceive to be their constitutional right, to be appropriated to the improvement of its harbours, and other insular purposes.

The commercial and shipping interests of the principal seaports of the Irish Channel have petitions to The House of Commons for the improvements of the harbours in the Isle of Man, being the most central retreat, and refuge for their

their vessels. The Members of the House of Commons representing these interests are desirous to wait upon your Lordship in support of the subject, when afforded an opportunity to do so. An early appointment will oblige.

I have, &c.
(signed) *John Jas. Moore,*
Delegate and Agent for the Inhabitants of
the Isle of Man.

The Right Hon.
Viscount Palmerston.

Sir, Whitehall, 26 July 1854.

I AM desired by Lord Palmerston to acknowledge the receipt of your letter, dated 26th July, and in answer thereto to beg that the Petition to Her Majesty, from the inhabitants of the Isle of Man, may be forwarded in the customary course of this office.

The Members of the House of Commons, whom you do not name, but refer to as being anxious to wait upon Lord Palmerston, on the subject of the improvement of the harbours of the Isle of Man, should address themselves to the First Lord of the Admiralty, with whom such arrangements rest, and not with the Secretary of State of the Home Department.

I am, &c.
(signed) *Charles C. Clifford.*

John Jas. Moore, Esq.

7, Buckingham-street, Strand, London,
My Lord, 27 July 1854.

I DULY received Mr. Clifford's note of the 26th instant, and in reply beg leave to intimate that the Petition from the inhabitants of the Isle of Man is intended to be laid before Her Majesty in Council, that, if necessary, evidence may be adduced in support of their claim.

In soliciting an interview with your Lordship, supported by Messrs. Brown, Horsfall, &c., Members of the House of Commons representing the commercial and shipping interests of the principal seaports of the Irish Channel, it is expected that when the justness of the claim, and the principal appropriation of such claim being intended for objects of national importance, as proved by petitions from these seaports (not yet presented to the House), and supported by their representations, that your Lordship's universally acknowledged impartiality in the recognition of constitutional and equitable principles will induce a concurrence in the prayer of the petition from the inhabitants of the Isle of Man, so as to facilitate the final adjustment of their case.

I have, &c.
(signed) *John Jas. Moore,*
Delegate and Agent for the Inhabitants of
the Isle of Man.

The Right Honourable
Viscount Palmerston.

7, Buckingham-street, Strand,
Sir, 2 August 1854.

BEING desirous of an interview with Lord Palmerston, to lay before his Lordship, by a deputation, the claims of the inhabitants of the Isle of Man to their surplus revenue, for the improvement of its harbours and insular objects, you will oblige by obtaining an appointment for that purpose; the claims of the inhabitants being supported by petitions from Liverpool, Chester, Whitehaven, Maryport, Workington, Carlisle, Dumfries, Ayr, Troon, Ardrossan, Glasgow, Greenock, and Dublin, praying for the improvement of the harbours in the island, as a refuge for the shipping navigating the Irish Channel.

I have, &c.
(signed) *John Jas. Moore.*

William Brown, Esq., M.P.

Dear Sir, Fenton's Hotel, 3 August 1854.

Lord Palmerston will receive your Isle of Man deputation to-morrow (Friday), at the Home Office, at a quarter past four o'clock.

Yours, &c.,

John Jas. Mooie, Esq. (signed) *William Brown.**

In the Privy Council.

Isle of Man.

A Supplementary Case on behalf of the Inhabitants of the Isle of Man, in support of their Petition to Her Majesty in Council, presented to Viscount Palmerston on the 4th August 1854, praying that the Island Revenue be appropriated to Island Purposes.

Reference to the Case sent to the Home Office, 10th May.

Having demonstrably proved from indubitable authorities, by the Case transmitted to the Right Honourable Sir George Grey, Bart., on the 10th of May last, that the line of procedure adopted by the British Government towards the Isle of Man, in abstracting therefrom a large portion of the revenue collected there, has been a violation of the constitutional rights of the inhabitants, as well as being inconsistent with the principles of the British Constitution; and having also intimated in that case that such line of procedure may have arisen from a misconception of the constitution and institutions of the island, and as such misconception may have originated from a superficial view of certain recognised authorities, it is considered necessary to refer to and investigate these authorities, in order to place them in their true light, so that all doubt and misconception on the subject may be completely dissipated and removed.

Opinions of Coke and Blackstone.

Lord Coke says, "By special name an Act of Parliament may extend to the Isle of Man;" and Blackstone says, "Neither does any Act of Parliament extend to it unless it be particularly named therein, and then an Act of Parliament is binding there, and, further, this right has not rested on theory, but has frequently been acted upon by the Parliament of Great Britain."

The Attorney and Solicitor Generals' Report on the Duke of Athol's case in 1802 refers to these opinions.

As the Solicitor and Attorney General, in their report on claims of the Duke of Athol in November 1802, quoted these authors, with Acts of Parliament, to justify the legislative procedure adopted by the British Government in 1765 towards the Isle of Man, it is evident they inferred, from the indefinite language of these authors, that the British Parliament could constitutionally enact laws for the Isle of Man to the extent of levying duties there simply by naming it: such enactment and their report thus founded on such authorities may also have led to the appropriating of such duties irrespective of the consent of the inhabitants, although they are not represented in the British Parliament, and have had during many centuries an Insular Legislature of their own, by which laws upon every subject for the government of the people there have been enacted, independently and free from the control of any Legislature whatever.

The foundation of these opinions require to be examined, to ascertain their definite meaning.

One of the principal constituents in the soundness of these expositions of English law by Coke and Blackstone is their consistency as a whole, and this element has obtained for them a general recognition of being good authorities on the subject; therefore, in order to ascertain the extent of the legislation for the Isle of Man by the British Parliament intended by their indefinite language, it is necessary to refer to what these authors have written definitely on constitutional legislation, and the "theory" or principles upon which they state it to be founded, and also as certain how this "theory" and these principles as stated by them had "been frequently acted upon by the British Parliament," towards the Isle of Man.

All Acts of Parliament naming the

As these authors do not identify the Acts of Parliament intended by them as precedents in support of their opinion thus indefinitely expressed, it is also necessary

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* Mr. Brown having to leave town, and most of the Members representing the seaports having also left, they could not be in the deputation.

necessary to examine all the Acts of the British Parliament in which the Isle of Man had been named (which must include the foundations of their opinions) in order to arrive at a correct decision respecting what these authors intended by the vague language used by them. Both these authors, in their works on the Laws of Britain, most strenuously advocate the great principles of the British Constitution as established by Magna Charta, the Bill of Rights, the Act of Settlement, &c.; and, in defining these rights as to property, state that "no subject of England can be constrained to pay any aid or taxes, even for the defence or support of the Government, but such as are imposed by his own consent or that of his representatives in Parliament;" consequently, these authors never could have intended that the legislation referred to by them for the Isle of Man by the British Parliament, wherein the inhabitants were not represented, could have been to the extent of enacting laws for the levying of customs duties on these inhabitants without even their knowledge or consent.

Isle of Man to be examined, with their operation thereon.

Coke and Blackstone on Magna Charta and Constitutional principles, particularly as regards property.

Upon referring to all the Acts of the British Parliament in which the Isle of Man had been named, and also upon a particular investigation of the extent to which these Acts had operated on the Isle of Man, a more decided conclusion on the subject would be obtained. These Acts were passed in the following chronological order:—

Act of Henry 4, depriving the Earl of Northumberland of the Isle of Man for treason.

Act 33 Henry 8, c. 31, transferring from the province of Canterbury to York the diocese of Man.

Acts of Parliament, prior to 1765, that name the Isle of Man.

Act 5 Elizabeth, c. 6, limiting to 100 tons the annual importation of French wines into the island in foreign ships.

Act 15 Charles 2, c. 7, s. 21, corn, the growth of the island, may be imported into Great Britain.

Act 7 James 1, creating an entail of the island on the Derby family.

Act 7 George 1, c. 21, prohibiting the importation of goods from the Indian possessions into the Isle of Man.

Act 12 George 1, c. 28, prohibits the importation into England of goods from the island, and authorises its purchase.

Act 2 George 2, c. 7, seamen of the Isle of Man to pay a duty for Greenwich Hospital.

The Act of Henry IV., depriving the Earl of Northumberland of the island, and the Act of James I., creating an entail on the Derby family, only extended to changes in the sovereignty of the Isle of Man, in which sovereignty, during many centuries, several changes had taken place, through a variety of dynasties (Danish, Norman, Scotch, and English); and all these various changes in the sovereignty under these different dynasties, and under the operation of these two Acts of Parliament, had taken place without in any respect infringing upon the constitutional rights of the inhabitants, or making any change whatever in their insular institutions.

Acts of Parliament that only affect the Sovereignty.

The Act 33 Henry 8, c. 31, transferring from the Archbishop of Canterbury his jurisdiction over the diocese of Man to the Archbishop of York, being the change of an English ecclesiastical jurisdiction, it only changed the external head of the island ecclesiastical polity, which had often changed before, even from St. Patrick to the Pope, then to the Archbishop of Drontheim when held by the Danes; and when the island came under the British Crown, as a matter of course, it came under the ecclesiastical jurisdiction of the Archbishop of Canterbury. During all these changes in the external ecclesiastical jurisdiction of the island, such changes did not interfere in any manner with the internal affairs of the Church there, any more than the changes in the sovereignty from one dynasty to another had interfered with the insular legislature or institutions there.

Act 33 Henry 8th, only changed the external ecclesiastical jurisdiction.

Act 5 Elizabeth, c. 6, was for the encouragement of English shipping, and was considered to have given an impulse to the naval eminence of the kingdom, and upon which the Act 12 Charles 2, c. 18, and subsequent Acts for the encouragement of seamen, trade, and commerce were founded. It is evident that the Isle of Man had been inadvertently named in this Act of Elizabeth, as it was never put into operation there, no officers appointed by the British Crown being there to enforce it; and as a proof that the enforcing thereof would have been considered an infringement of the free and independent trade of the island, the Act 12 Charles 2, c. 18, does not name the Isle of Man, although

Isle of Man named in Act 5 Elizabeth, but not enforced there.

that Act quotes the Act 5 Elizabeth, and includes the islands of Guernsey and Jersey.

Acts 7 & 12 Geo. 1, and 15 Charles 2, only affect the trade of Britain and Colonies.

The Act 7 Geo. 1, c. 21, prohibits the exportation of goods from Indian possessions to the Isle of Man, and the Act 12 Geo. 1, c. 28, prohibits the importation of any goods into Great Britain from the Isle of Man, excepting the produce thereof; also authorising the purchase of the royalties of the island from the Duke of Athol. These two Acts were expressly passed for the protection of the British revenue, and their operation, with that of the Act 15 Charles 2, c. 7, s. 21, did not extend beyond the trade of Britain and her colonies, being only applicable to importations into and exportations from thence, without interfering with importations into the island from foreign countries, or exportations from it to the same. Thus leaving the island trade free and uncontrolled as any foreign country, in which light it had always been treated respecting its trade; but the Act 12 Geo. 1, c. 28, provided for obtaining the royalties thereof, evidently that constitutional legislation might be introduced through the Island Legislature to prevent frauds on British revenue.

The Act 2 Geo. 2, c. 7, refers to Acts 7 & 8 Wm. 3, for the increase of seamen, and to the Act 10 Anne, for collecting "6 *d.* from every man employed in any vessel belonging to her Majesty's subjects in Great Britain and Ireland, or dominions thereunto belonging." In the operation of this Act, the terms "dominions thereunto belonging" being considered not sufficient to extend to "the islands of Guernsey, Jersey, Sark, and Man, nor to his Majesty's colonies, islands, and dominions in America," the said duty had not been collected in any of the said islands, colonies, or dominions; therefore the Act 2 Geo. 2, c. 7, was passed expressly for the purpose of extending more specifically the powers of Act 10 Anne for the collection of 6 *d.* from every seaman and person "employed in all ships and vessels belonging to any of the subjects of his Majesty within the said islands of Guernsey, Jersey, Alderney, Sark, and Man, and every of them respectively, and within all and every of his Majesty's colonies, islands, and dominions in America, as well as those within Great Britain and Ireland." The same Act authorises the appointment of his Majesty's officers of customs in the several ports of the said islands, &c., to collect the said duty and enforce payment thereof, and also to subject parties who evaded payment of the same to a penalty of 20 *l.* It is evident from the whole tenor of this Act (2 Geo. 2, c. 7), that if it could have been constitutionally enforced in the Isle of Man (being specially named therein), it would have been put into operation there, as it was enacted expressly to bring under its operation all the dependencies of Britain both in Europe and America, which the Act 10 Anne, by the general terms "Great Britain and Ireland, and dominions thereunto belonging," did not affect; and although the Isle of Man was specially named along with these dependencies, there were no officers of his Majesty's customs there to collect the duty, nor any authority under his Majesty to enforce the Act in the island; consequently it remained in a state of abeyance, and a complete nullity, so far as it concerned the Isle of Man.

Act 2 Geo. 2 specially named the Isle of Man, but not enforced there,

The British Government having no authorities or officers there for the purpose.

Instead of any of these Acts in which the Isle of Man had been named being any precedent in support of the British Parliament levying duties on the inhabitants of the island, they are conclusive evidence of the contrary, as some of them only changed the sovereignty and the external head of the ecclesiastical jurisdiction, and others were limited in their operation to the trade of Britain and its colonies, while the remainder of these Statutes that had a tendency to interfere in the trade of the island, one of them even to the extent of levying duties on the inhabitants; but after these Acts which had such a tendency had passed the British Parliament, it was ascertained that the British Government had no authority in the island to enforce the same, and that these Acts could not be constitutionally put into operation there without violating its institutions; consequently they were null and void so far as they referred to the island, which is a more conclusive proof of the independence of the insular legislature and institutions of the Isle of Man than if these Acts of Parliament had never been passed. Therefore, upon due consideration of the constitutional principles definitely enunciated by Coke and Blackstone, in their elaborate exposition of laws respecting their most extensive operation, and more particularly in respect to property, they state, as before quoted, that "no subject of England can be constrained to pay any aid or taxes, even for the defence or support of the Government, but such as are imposed by his own consent, or that of his representatives

These Acts no precedents for Parliament levying duties on the Isle of Man.

Conclusive evidence of the contrary.

Constitutional rights of property defined by Coke and Blackstone.

representatives in Parliament ;" and they also state that "The absolute rights of every Englishman, as founded on nature and reason, cöeval with our Government, their fundamental articles have been declared in Parliament by the great charter of our liberties, which was obtained, sword in hand, from King John, &c., and all judgments contrary to it declared void." And upon a thorough investigation of the preceding Acts, and the extent of their operation on the Isle of Man, as hereinbefore enumerated, and which are the only Acts that could be adduced to support their opinion, stated in their indefinite language as follows: "By special name an Act of Parliament may extend to the Isle of Man" (Coke, 4 Inst., p. 283), "neither does any Act of Parliament extend to it unless it be particularly named therein, and then an Act of Parliament is binding there, and further this right has not rested on theory, but has been frequently acted upon by the Parliament of Great Britain" (B. C.) It must be admitted that these authors never intended that such legislation by Parliament for the Isle of Man could have been to the extent of levying duties on the inhabitants, and appropriating any portion of the same, or that such a line of procedure was in any degree consistent with constitutional legislation, or had ever been "acted upon," but that the Acts of Parliament which these authors refer to as "extending to the Isle of Man," and "frequently acted upon," are the Acts that had effected the changes in the sovereignty, and the change in the external ecclesiastical jurisdiction of the island, and had been limited in operation to that extent.

Their opinion could not extend to levying duties on the island, but limited to external changes.

The Report of the Attorney and Solicitor General upon the Duke of Athol's claim, in 1802, assumes that "no doubt can be entertained" as to "the legal competency of the British Parliament to make laws to bind the Isle of Man," quoting the preceding opinions of Coke and Blackstone, and referring to the Acts of 33 Henry 8, c. 31 ; 5 Elizabeth, c. 6, s. 46 ; 7 James 1 ; 7 George 1, c. 21, s. 9 ; 12 George 1, c. 28 ; and 2 George 2, c. 7, in support and justification of a Bill brought into the House of Commons in 1765 by the Chancellor of the Exchequer, "called the Mischiefs Bill," intend to control the whole "trade of the Isle of Man by regulations to be enforced by British officers within the island itself." The Duke of Athol then complained of the same as being a violation of his rights, and subsequently his son complained of it as having coerced a sale of the island for an inadequate consideration.

Report of the Attorney and Solicitor General in 1802, referring to Bill of 1765.

Complained of by the Duke of Athol.

It is evident that the law officers of the Crown had not only misunderstood the opinions of Coke and Blackstone, but had also referred to some of the preceding Acts as if they had been enforced in the island, when the contrary was the fact, and had even misquoted that of 12 George 1, c. 28, by stating that it "prohibits other exportations from the Isle of Man but its own produce," whereas it only "prohibits importations into Great Britain from the Isle of Man excepting the produce thereof," without interfering with exportations from the island. In their Report they also state "that it was evident from the fact that the legislature of the island was either unable or unwilling by their own internal laws to suppress the mischief," whereas the contrary of this also was the fact, the Insular Legislature having passed an Act for the express purpose of preventing illicit trade into Great Britain, and which had been enforced in the island in compliance with a treaty made with the British authorities, but which these authorities failed to carry out, as more particularly stated in the principal case. As it is most likely that this report, made by the Crown lawyers, has been frequently referred to by the British Government as some guide in the unconstitutional line of procedure adopted towards the Isle of Man, it was considered necessary thoroughly to investigate the foundation thereof, in order that its baseless nature and extreme fallacy may appear. And although this report had at the time induced the Privy Council to decide against the Duke of Athol's claim for further compensation, the fallacy of such report being evident to those fully conversant with the subject, induced perseverance in pursuing the claim ; and upon a more particular investigation thereof before the Privy Council in 1805, his Majesty acceded to a Bill being brought into Parliament to grant further compensation for the Duke's rights in the island, and the debates in Parliament on that Bill throw considerable light on the subject. Lord Glenbervie stated in the House of Commons that "the reason the ultimate decision of the Privy Council was in opposition to the first, was from new facts supported by new evidence being adduced ;" "that Lord Coke's opinion was erroneous as to England legislating for Ireland at that time (1765), as declared in effect by

These law officers misunderstood Coke and Blackstone, misquoted Act 12, Geo. 1, misconceived the operation of other Acts, and misrepresented island legislation, the foundation of report.

Report induced a decision against the Duke of Athol ; its fallacy led to further investigation.

His Majesty accedes to Bill in favour of the Duke.

Debates on Bill.

Parliament legislating for the Isle of Man repudiated.

by the Act of 1782, his opinion relative to the Isle of Man was equally unfounded." Sir John Burrows stated that "the commercial pretensions of this country to legislate for Ireland and America were abandoned, there was no better right to legislate for Man." Mr. Sheridan said "he should have been extremely glad to have seen the Attorney General in his place; as he did not appear in his place, he (Mr. Sheridan) might, at least, be permitted to conjecture that the learned gentleman had abandoned his former sentiments (Debates, H. C.)

The Attorney General abandoned his former sentiments or Report.

The Bill granting the Duke further compensation, with the statements of Ministers, conclusive of the infringement in 1765.

The Attorney General not supporting his report during the progress of the Bill granting the Duke of Athol further compensation from the Consolidated Fund, with these statements in Parliament by Members of the Government, are conclusive admissions by Parliament and the Government that the Bill introduced in 1765 to control the trade of the island had been a violation of its rights, and, as complained of by the Duke of Athol, had operated as "a coercion of his will" in compelling him to sell for an inadequate compensation, and also that the report made on the subject by the Attorney and Solicitor General in 1802 was not founded on correct data, and therefore laid aside as having obstructed justice in the case; consequently such report should not at any period be referred to excepting for the purpose of proving it to be fallacious and deceptive.

Parliament investigate wrongs on America and Ireland, and unanimously redress them.

The Acts of Parliament referred to by Lord Glenbervie and Sir John Burrows, by which "the pretension to legislate for Ireland and America were abandoned," and their constitutional rights confirmed, received the immediate and unanimous assent of both Houses of Parliament, the only remarks elicited from any of the Members being expressions of regret that any violation of constitutional principles should have occurred so as to necessitate the passing of these Acts, and deploring the consequences of such violation; from all of which, and the redress afforded to the Duke of Athol by the Act in his favour under similar circumstances, it is evident that although the British Parliament, under the influence of inconsiderate ministers, had in all these cases violated the fundamental principles of the British Constitution, when the attention of both Houses had been obtained for the particular investigation of the subject, they became sensible of the injury inflicted, retraced their steps, and corrected their former inconsistent proceedings by passing these Acts. Therefore the inhabitants of the Isle of Man have every reason to expect that theirs will not remain the only exceptional case, but that the same redress and justice will be afforded to them, under similar circumstances, which is not now withheld from any other dependency of the British Crown.

The inhabitants of the Isle of Man expect similar redress under similar circumstances.

The dissolution of monasteries in the island, and the vesting of their revenues in the British Crown, has been attributed to the operation of the Acts of Henry VIII., and, as such, held forth on one occasion by a very high authority as a precedent for similar legislation for the Isle of Man, which is another proof of the inconsistency of altering opinions precipitately formed; and these Acts of Henry VIII. are even referred to in an Appendix to an edition of Manx Statutes as having had that effect, but this is decidedly erroneous, as the Isle of Man is not named in any Act of Henry VIII. respecting monasteries, therefore could not extend there. Certain revenues of the island monasteries became vested in the British Crown, in consequence of their being dependencies on the Monastery of Furness in Lancashire, to which lands in the island had been originally granted: consequently when "the abbot and prior, with the 28 monks of Furness Abbey, unanimously, of their own free will, granted the said monastery, with all dues, rents, &c., whether in England, Ireland, or the Isle of Man, on the 9th April 1537, to King Henry VIII. for a valuable consideration," as a matter of course these island monastic revenues vested in the Crown of Britain; but the dissolution of the island monasteries was not until a later period, as the reformation of the Church there was not completed for some years after the Reformation was established in Britain.

Acts of Henry VIII. respecting monasteries do not name the Isle of Man.

Island monastic revenues vested in the British by the Abbot of Furness transferring it to King Henry VIII.

No precedent for levying duties on the island.

These Acts of Henry VIII. not having vested any island monastic revenues in the British Crown, cannot be any precedent for Parliament levying duties on the inhabitants of the island, and appropriating the same without their consent.

The whole of the

Upon a most particular scrutiny of every available source from which information on the subject could be obtained, the preceding appear to be the only plausible authorities that have on any occasion been assigned in justification of the

the line of procedure adopted by the British Government towards the Isle of Man, and of which the inhabitants so much complain as being a violation of their just and constitutional rights, and it is evident from the most careful and impartial examination of these authorities, that they do not afford the least grounds whatever for such procedure, and it is only from the most superficial views of them that any impression in support of such could be made.

preceding authorities no foundation for the procedure adopted towards the Island by the British Government.

When every other dependency of the British Crown is in the enjoyment of constitutional rights, can it be said that the violation of constitutional rights has been continued towards the Isle of Man in consequence of its weakness and inability to resist such aggression, thus subjecting Britain to the accusation of using her great power and might to overcome right? No such conclusion should be drawn while the case remains without due investigation. But it has continued in consequence of the subject not being fully understood by the authorities capable of affording relief, and the case has only to receive from these authorities the necessary hearing of the parties aggrieved to secure for them from the justice and magnanimity of the British Crown that equitable consideration and redress which its weakest dependency has now cause to solicit in order to obtain.

I have, &c.
(signed) *John James Moore*,
Delegate and Agent for the
Inhabitants of the Isle of Man.

London.

— No. 2. —

REPLY OF THE PRIVY COUNCIL.

Council Office, Whitehall,
7 February 1856.

Sir,

I AM directed by the Lords of the Council to acquaint you that their Lordships, having had under consideration the Petition and Case on behalf of certain inhabitants of the Isle of Man, praying that certain grievances of which they complain may be considered by the Queen in Council, and that the Customs Dues collected in the island may be appropriated to local purposes, are of opinion, after the best attention which they have been able to give to the case, and having regard to the uniform practice which has been followed since the cession of the Duke of Athol's rights to the Crown, with respect to the appropriation of the revenue raised from the Isle of Man, that there is not sufficient ground for hearing the claims of the Petitioners before the Privy Council.

I am, &c.
(signed) *Wm. L. Bathurst.*

— No. 3. —

MEMORIAL of the Inhabitants of the Isle of Man, with a Statement of the Proceedings adopted by the Inhabitants to Petition Her Majesty.

In the Privy Council.

ISLE OF MAN.

To the Right Honourable the Lords of Her Majesty's Privy Council.

The Memorial of the Inhabitants of the *Isle of Man.*

YOUR MEMORIALISTS having presented their petition to Her Majesty in Council, complaining of certain grievances to which they have been subjected, and praying that the Customs duties collected in the Isle of Man may be appropriated to island purposes, and in support of their petition transmitted a case

and supplement thereto demonstrably proving the justice of their claim, at the same time exculpating the authorities from all blame respecting these grievances by attributing their cause to a misconception of the constitutional position of your memorialists, and more particularly their not having been afforded an opportunity of being heard in support and defence of their rights. Your memorialists received a letter from C. C. Greville, Esq. (copy annexed), intimating that the Lords of the Council "having had under consideration the petition and case of certain inhabitants of the Isle of Man, are of opinion, after the best attention which they have been able to give the case, and having regard to the uniform practice which has been followed since the cession of the Duke of Athol's rights to the Crown with respect to the appropriation of the revenue raised from the Isle of Man, that there is not sufficient grounds for hearing the petition before the Privy Council."

Your memorialists having been officially informed that their petition and case had been transmitted by the Lord President of the Council to the Lords of the Treasury to report thereon, and that they had submitted the same to the examination of their legal advisers, and had made their report accordingly; conceiving that a copy of such report, and any other authorities upon which the opinion of your Lordships had been founded, would be satisfactory to your memorialists, a note (copy annexed) was addressed to C. C. Greville, Esq.

No reply to this note having been received, your memorialists, at a loss to understand the definite import of your Lordships' opinion, whether your memorialists are to infer that their claim is admitted and will be complied with without the necessity of incurring the trouble and expense of hearing their case, or that some supposed uniform practice may be adverse to a compliance therewith.

Not anticipating or conceiving it possible that the justice of a constitutional claim having the same foundation as that upon which the Constitution of Britain is established, and which foundation has been fenced about by numerous Parliamentary enactments, the very basis itself (Magna Charta) declaring all proceedings to be null and void that are contrary thereto, could be resisted, or "not having sufficient grounds for a hearing," upon the supposition of any "uniform practice" whatever that had existed during a certain limited period, unless such uniformity was sufficient to induce a decision in its favour, your memorialists did in their case adduce authorities as evidence to meet any such objection, being fully prepared to do so on a hearing thereof, without which they conceive that an adverse decision cannot be given consistently with the due administration of justice. They therefore most respectfully solicit your Lordships' attention and consideration to further evidence as to the objects to which the Isle of Man Customs Revenue has been appropriated, the authorities that have so appropriated it, and also the intentions of Parliament in levying such revenue, in order to identify to which of these the term "uniform practice" is applicable; and also evidence to remove the impression apparently implied in Mr. Greville's letter by the terms "certain inhabitants of the Isle of Man," as if the claim had been put forward by a certain or limited number of the inhabitants, when in reality the whole population were unanimous on the subject.

To remove this impression, your memorialists beg leave to annex thereunto copies of the proceedings adopted at the public meetings duly convened and held in the respective towns and parishes of the island, for the purpose of petitioning Her Majesty in Council for a redress of the grievances complained of, from which it will appear that the most perfect unanimity prevailed in all these meetings, there not being one dissenting voice. The unanimity being so complete, it was not considered necessary to devote much time or trouble in obtaining individual signatures to the petition, more particularly as the mode of procedure adopted on this occasion by the inhabitants of the towns and parishes was in accordance with the mode that had been invariably pursued in giving an expression of their desire or will whenever their interests became involved in measures of importance. As in 1643, when great differences and many disputes existed in the island, the Earl of Derby, then lord or king in Man, requested the inhabitants of the parishes to send four men from each to co-operate with the House of Keys in arranging and settling the disputes then existing, as recorded in the island Statute Book. In 1837, when the British Government desired to obtain the opinions of the inhabitants of the island respecting certain fiscal changes then proposed, a similar mode of proceeding was adopted by the inhabitants of the parishes, who deputed persons as delegates to treat with the British Government

Government on the subject. Again, when the tithes of the island were commuted, in 1839, the inhabitants of the parishes held their public meetings, and deputed persons to co-operate with the insular Legislature in effecting the commutation of tithes, as referred to in the Statute enacted for that purpose. The precedents are conclusive as to the usual mode adopted by the inhabitants in giving an expression of their will. It appears from the annexed proceedings that several Members of the House of Keys, on this last occasion, co-operated with the inhabitants in convening meetings and presiding over them, and that the House, when in communication with the Treasury in 1853, claimed the surplus revenue of the island for island purposes, but their claim was repelled by the Secretary to the Treasury stating that "they were not elected by the inhabitants of the island, therefore they could not claim it;" which claim made by them on that occasion, and the reply given, may in some measure account for that House not again collectively making the claim, but uniting individually with the people in doing so. As to the objects or purposes to which the island revenue has been appropriated, the authorities that have so appropriated it, and the intentions of Parliament in levying such revenue, your memorialists, with all due deference and the most profound respect, beg leave to lay before your Lordships as further evidence a concise statement of the facts and circumstances as they occurred, with the enactments of the Isle of Man Legislature and of the Imperial Parliament, which operated in such appropriation, these, with official reports occasionally ordered by the latter, being the best authorities on the subject.

In the year 1765, the Duke of Athol ceded his Royalties in the Isle of Man, including the revenue derived from Customs dues collected there, to the British Crown, and which was confirmed by Act 5 Geo. 3, c. 26. From that period up to July 1767, two years, the Customs dues were levied and collected there under the authority of an Act of the island Legislature, and appropriated towards the general expenses incurred in the island; but the amount thereof was not sufficient to defray these expenses.

In 1767, Act 7 Geo. 3, c. 45, was passed expressly for the purpose, as stated in the preamble, "That provision be made for encouraging, improving, and regulating the trade and manufactures of the said island and the fisheries on the coast thereof, and to defray the expenses of government there." This was the first Act of the British Parliament that levied Customs duties in the Isle of Man. It was passed without the knowledge of the inhabitants of the island, therefore, being not only a violation of every constitutional principle of legislation in Britain, but also contrary to the Standing Orders of Parliament, which require that all parties whose interests are to be affected by any Bill to be introduced into either House, should have due notice of the same; but having been enacted expressly for the benefit of the inhabitants, they submitted to its operation, which continued up to the year 1780, a period of 13 years, producing revenue barely sufficient to defray the necessary expenses incurred there for the government, &c., leaving no monies available "for encouraging, improving, and regulating the trade and manufactures of the island and the fisheries on the coasts thereof," as originally intended. Consequently, in 1780, the Act 20 Geo. 3, c. 42, was passed, to levy additional duties in the island for the same purpose; this Act proved more successful in raising an amount of revenue, not only sufficient to defray the necessary expenses of its government, but also to afford a certain portion thereof to be appropriated to the encouragement of the fisheries of the island, and which was carried into effect in 1786, by Act 26 Geo. 3, c. 81, granting to the inhabitants bounties for herrings caught and cured by them "to be paid out of the surplus of Customs." The Customs revenue of the island continuing to increase, the 39 & 40 Geo. 3, c. 85, granted an additional bounty to fishers and curers of fish in the Isle of Man, "to be paid out of the surplusage of Customs there," in manner directed by 26 Geo. 3, c. 81. Again, in 1801, the Act 41 Geo. 3, c. 91, repeats so much of 39 & 40 Geo. 3, c. 85, as relates to the Isle of Man, and enacts that the fishers and fish curers in the said island shall receive the like bounties for all herrings landed in the said island as are paid to fish curers residing in Great Britain, "and all such bounties shall be paid out of the surplusage of the annual Customs of the said island, as directed by 26 Geo. 3, c. 81, and not otherwise."

These four Acts carried out to a certain extent the encouragement of the island fisheries, as being one of the objects intended to be attained by the British Parliament in levying Customs duties in the Isle of Man, and which

continued for several years, by appropriating annually portions of the island Customs revenue as bounties to the inhabitants who were engaged in the fisheries.

In 1805 the Act 45 Geo. 3, c. 91, was passed, to confirm certain temporary Acts that regulated the trade of the Isle of Man; and section 9 enacts "that the duties be collected and paid as former duties, to be paid into the Exchequer apart from other branches of the public revenue" (thus retaining its identity for the objects for which it was levied), "and such part as shall remain after the necessary expenses attending the government of the island and the administration of justice there, and the payment of bounties or charges payable thereout, shall go to and make part of the Consolidated Fund of Great Britain;" at the same time an accumulation of island revenue was transferred from the Isle of Man account in the Treasury to the Consolidated Fund.

In 1811 the Act 51 Geo. 3, c. 50, enacts "that any of the collectors of Customs in the Isle of Man shall, under directions from the Commissioners of Customs, retain in their hands monies sufficient to defray the expenses of the government of the island and the administration of justice there, and other charges incurred in the island, which have been or shall be deemed proper to be paid out of the Customs there, and also to pay duties on herrings caught by the inhabitants; and the residue of the duties of Customs shall be remitted to the Receiver General of Customs in England, to be paid into the Exchequer and carried to the Consolidated Fund."

In 1837 the British Government were desirous of improving the trade of the island by removing certain restrictions to which it was subject, but, to prevent illicit trade, conceived it necessary to assimilate the island Customs duties to those levied in England, and directed that the subject be laid before the inhabitants for their consideration. This being the first communication ever made to them by the British Government on any subject of legislation, the inhabitants duly investigated the same, and deputed delegates to treat and co-operate with the Government in forming such an arrangement as would be mutually advantageous.

On that occasion the delegates, in an interview with the President of the Board of Trade, proved that the assimilation of duties would be mutually injurious, and suggested an arrangement with additional duties on certain articles that would obviate all the inconveniences and difficulties then existing, upon the condition that the inhabitants should have the island revenue appropriated to island purposes, which they claimed as their constitutional right. He admitted that the arrangement suggested was preferable to that proposed by the Government, which had been intended for the benefit of the inhabitants, and not for the purpose of deriving any revenue from the island; and, from an intimation made on that occasion, it was inferred that the Government were then preparing to carry out the arrangement upon the conditions proposed, but the decease of his Majesty King William the Fourth interrupted its progress.

In 1839 the Isle of Man Legislature passed an Act to commute the tithes in the Island, and which "enacted that the salaries, allowance, and travelling expenses of the said valuers, and all other incidental expenses which may be incurred in carrying this Act into execution, shall be a charge upon and paid out of the surplus revenue of the said isle."

In 1853, when preparing to pass the Customs Duties Consolidation Bill, the Government being still desirous to improve the trade of the Isle of Man by removing the remaining restrictions that impaired its trade, as proposed by the Government in 1837, directed that the subject should be communicated to the inhabitants for their consideration. Delegates were deputed to treat with the British Government on the subject, which resulted in the trade of the island being freed from the injurious restrictions, and, in order to prevent illicit trade, additional duties were agreed to be levied on the importation of certain articles, upon the express condition that such addition or increase of duties should be appropriated to island purposes; and to obviate any difficulty that might arise in ascertaining the amount of such increase, one-ninth part of the gross Customs revenue collected in the island is to be considered the amount of such increase, and to be appropriated to such public works in the island as may be determined by the Insular Legislature, and so enacted by the 16 & 17 Vict. c. 107, which also enacted that the said revenue "be brought and paid into Her Majesty's Exchequer distinctly and apart from all other branches of the public revenue."

The

The whole of the island Customs revenue was claimed at the same time from the Treasury for island purposes, who replied to the Keys, that as they were not elected by the people, they (the Keys) could not obtain it; and the reply given to the people was, that "being a constitutional question, the Treasury was not the department to deal with it." These replies by the Treasury induced all classes of the inhabitants of the island unitedly to petition Her Majesty in Council for a redress of their grievances, as being the proper authority to render them that relief which they most respectfully claim, confident of the justice thereof.

These Acts and their operation, as stated in Reports occasionally ordered by Parliament, prove conclusively that certain portions of the Customs revenue of the Isle of Man have been appropriated by and under the authority of both the Island Legislature and Imperial Parliament respectively, during the period referred to; therefore the term "uniform" cannot be applied to the authority under and by which the said revenue has been appropriated.

The only uniformity that has existed respecting its appropriation during the period referred to has been the uniform intentions expressed in all the Acts of Parliament which relate to the Isle of Man revenue, that it was levied for local purposes, without reference to any other appropriation of it whatever; and although the remaining surplus is to be transferred to the Consolidated Fund, it had to "be brought and paid into Her Majesty's Exchequer distinctly and apart from all other branches of the public revenue," evidently in order to preserve its identity, so that it might be forthcoming and available for "expenses" and "charges" that "may hereafter be deemed fit and proper charges to be deducted from and out of the duties of Customs collected in the said Isle of Man," as enacted in the 16 & 17 Vict. c. 107.

The 17 & 18 Vict. c. 94, enacts that all charges upon and to be paid out of the Customs revenue of the Isle of Man be charged on the Consolidated Fund; consequently the whole of the island Customs revenue has now to be carried to that fund, to be available for that purpose. This being the present state of the arrangements respecting the Isle of Man Customs revenue, and there being an accumulation of this revenue and an annually accruing surplus unappropriated, while the harbours in the island require improvement, not only for the accommodation of the fisheries and local trade, but also as a retreat for the shipping navigating the channel, which is proved to be of great national importance by the petitions from the commercial and shipping interests of the seaports, your memorialists claim as their constitutional right the appropriation of the island Customs revenue for this and other necessary local purposes, and which claim they conceive cannot be resisted without a violation of every principle of the British constitution and the "uniform practice" in the application of these principles to every other dependency of the British Crown.

As the present arrangements respecting the Isle of Man Customs revenue have been effected by Acts of Parliament, in order to afford your memorialists redress, a special Act of Parliament may be required. Preparatory thereto, your memorialists conceived it to be necessary that a decision of Her Majesty in Council should be obtained; but they are now led by your Lordships' opinion to think that the justice of their case is so palpable that your Lordships admit the advisability of compliance therewith, without incurring the trouble and expense attendant upon a hearing thereof; in order to effect which, your memorialists are ready to co-operate in obtaining an Act for the purpose, or to adopt any other mode most consistent with the principles involved in their claim; and there is every reason to expect the support of the commercial and shipping interests in obtaining an object of such great national importance.

But should your Lordships still hesitate in admitting the claim of your memorialists, they conceive and most respectfully state that, prior to any adverse decision being made, they have a right to be heard before your Lordships on its merits, as, without a hearing of parties in any case, however talented and impartial the judicial authority may be, the due administration of justice becomes not only doubtful but more a matter of accident than even of probability.

In the expectation that your Lordships will give the foregoing authorities and facts due consideration, and confident that the high judicial position and functions with which your Lordships are invested, to which exclusively your memorialists have in the first instance to seek for redress, will be exercised on their behalf, in accordance with the uniform practice adopted by all the judicial authorities in Britain, your memorialists most respectfully solicit from your Lordships, after due

due deliberation on the subject, such definite information of the result as may enable them to co-operate in the attainment of that redress of their grievances which has been the uniform practice of Her Majesty's Government to render to every dependency of Her Crown.

John Jas. Moore,
Delegate and Agent for the Inhabitants
of the Isle of Man.

6, Pump-court, Temple, 9 May 1856.

COPY of a LETTER from *C. C. Greville*, Esq., Privy Council Office, dated 7 February 1856, to *John Jas. Moore*, Esq.

Council Office, Whitehall,
Sir, 7 February 1856.

I AM directed by the Lords of the Council to acquaint you that their Lordships having had under consideration the petition and case on behalf of certain inhabitants of the Isle of Man, praying that certain grievances of which they complain may be considered by the Queen in Council, and that the customs dues collected in the island may be appropriated to local purposes, are of opinion, after the best attention which they have been able to give to the case, and having regard to the uniform practice which has been followed since the cession of the Duke of Athol's rights to the Crown, with respect to the appropriation of the revenue raised from the Isle of Man, that there is not sufficient ground for hearing the claims of the petitioners before the Privy Council.

I am, &c.
John Jas. Moore, Esq. (signed) *C. C. Greville.*

COPY of a LETTER in reply, by *John Jas. Moore*, Esq., dated 13 February 1856, to *C. C. Greville*, Esq.

6, Pump-court, Temple,
Sir, 13 February 1856.

I RECEIVED your letter of the 7th instant, acquainting me that the Lords of the Council "having had under consideration the petition and case on behalf of certain inhabitants of the Isle of Man, praying that certain grievances of which they complain may be considered by the Queen in Council, and that the customs dues collected in the island may be appropriated to local purposes, are of opinion, after the best attention they have been able to give to the case, and having regard to the uniform practice which has been followed since the cession of the Duke of Athol's rights to the Crown, with respect to the appropriation of the revenue raised from the Isle of Man, that there is not sufficient ground for hearing the claims of the petitioners before the Privy Council."

The petition and case on behalf of the inhabitants of the Isle of Man having been referred by the Lord President of the Council to the Lords of the Treasury to report thereon, who submitted the same to the investigation of their legal advisers, it would be highly satisfactory to be favoured with a copy of the report by the Lords of the Treasury. I, therefore, most respectfully request that you will be so obliging as to favour me with a copy of the said report, and any other authorities upon which the said opinion formed by the Lords of the Council have been founded.

I have, &c.
C. C. Greville, Esq., (signed) *John Jas. Moore,*
Privy Council Office, Whitehall. Delegate and Agent for the Inhabitants
of the Isle of Man.

THE PROCEEDINGS of the Inhabitants, in their respective Towns and Parishes in the Isle of Man, to Petition Her Majesty in Council that the Island Customs Revenue be appropriated to Island purposes.

At a public meeting convened by the High Bailiff of Castletown (a Member of the House of Keys), for the purpose of taking into consideration a petition to be presented to Her Majesty, praying for the surplus revenue of the island, for the improvement of its harbours, and other improvements, this 25th January 1854,

Captain Cary, J.P., Chairman;

Resolved, That the petition read to the meeting be adopted.

Carried unanimously.

Resolved, That the following gentlemen form a committee to procure signatures, and furthering the objects of the petition:—The High Bailiff (H.K.), C. H. Cary, esq., J.P.
P. Cunningham,

P. Cunningham, esq. (H. K.), J. M. Jeffcott, esq., F. Gelling, Esq., James Gell, esq., Dr. Underwood, Mr. Duck, Mr. McMeekin, Mr. Dakin, Mr. Wilby.

Carried unanimously.

Resolved, That subscriptions be made for the purpose of defraying preliminary expenses, and that the committee be authorised to collect subscriptions.

Carried unanimously.

Clarence Horatio Cary, J. P., Chairman.

Note.—Castletown being in the parish of Malew, Thomas Moore, esq., captain of the parish and a Member of the House of Keys, had the parish canvassed for signatures.

At a public meeting held in the Court House, Douglas, for the purpose of petitioning Her Majesty in Council to have the customs revenue of the island appropriated to island purposes, 1st February 1854,

J. C. Bluett, esq., High Bailiff, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That a committee be formed of the following gentlemen, to further the objects of the petition, and to obtain subscriptions to defray the expenses attendant on the same, viz. :—Messrs. Bridson, Clarke, Fargher, Duggan, Callow, Curphy, Gell, Garrett, Kelly, Torrance, Gelling, and the Directors of the Steam Packet Company.

Carried unanimously.

At a public meeting held at the Court House, Ramsey, pursuant to a requisition, the 3d February 1854,

High Bailiff in the Chair ;

Resolved, On the motion of Mr. John J. Moore, seconded by Mr. John Chrystal, and carried unanimously, that an application be made for the surplus revenue of this isle, and that the petition now read to this meeting, addressed to Her Most Gracious Majesty the Queen, for the object, be adopted.

Resolved, That Messrs. Daniel Goldsmith, William Clucas, James J. Corkill, John Chrystal, Daniel Joughin, Wm. Radcliffe, L. J. Summers, and the gentlemen composing the Ramsey Steam Packet Directors, be appointed a committee, with power to add to their numbers, and requested to obtain signatures to the petition, to solicit subscriptions to defray incidental expenses, to communicate with the captains of parishes on these subjects, and to carry out generally the objects in view.

Resolved, On the motion of Mr. John Chrystal, seconded by Mr. Daniel Joughin, that the thanks of the meeting be voted to Mr. John J. Moore, for his strenuous and patriotic exertions in this cause.

Resolved, That the thanks of the meeting be also given to the High Bailiff, for his conduct in the chair.

Signed on behalf of the meeting,
Fred. Tellet, High Bailiff,
Chairman.

At a public meeting held in the Court House, Peel, 4th February 1854,

The High Bailiff in the Chair ;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen form a committee to procure signatures, and furthering the objects of the petition :—The High Bailiff, Messrs. Henry Graves, Robert Higgins, Joseph Higgins, Robert Kermish, Thomas Colvin, John Morrison, John Joughin, Thomas Collin, Wm. Quayle, and James Cannell.

Resolved, That subscriptions be made for the purpose of defraying preliminary expenses, and that the committee be authorised to collect subscriptions for that purpose.

Carried unanimously.

(signed) *R. Harrison*,
High Bailiff, and Member of the House of Keys,
Chairman.

At a public meeting of the inhabitants of the parish of Lonnan, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, this 7th February 1854,

Captain Wm. Kneal, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to canvass the parish for signatures, and also for subscriptions to defray the expenses of the measure, and to further the objects of the petition; viz., Jas. Cowen, Wm. Clucas, Thos. M'Kneal, Jas. Moore, Captain Wm. Kneal, Captain Richard Rowe, John Jas. Moore, John Hampton. Thos. Lewin, Thos. Kelly, Robert Kirby.

Wm. Kneal, Chairman.

At a public meeting of the inhabitants of the parish of Bride, convened in the Fair, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, this 13th February 1854,

John Jas. Moore, presiding;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to canvass the parish for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure, and to further the object of the petition; viz., Thos. Lace, Danl. Joughin, and Thos. Lace, jun.

John Jas. Moore, Chairman.

At a public meeting of the inhabitants of the parish of Andreas, convened by Captain W. W. Christian, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purp oses this 13th February 1854,

Wm. Kneal, esq., Regaby, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to canvass the parish for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure, and to further the object of the petition; viz., John Martin, T. Allen, Robt. Corlett, Wm. Teare, Wm. Kneale, P. Kneale.

Carried unanimously.

At a public meeting of the inhabitants of the parish of Rushen, held in the school-house, of Port St. Mary (convened by E. M. Gawne, esq., captain of the parish and Speaker of the House of Keys), for the purpose of taking into consideration a petition to be presented to Her Majesty, praying for the surplus revenue of the island for the improvement of its harbours and other improvements, this 15th February 1854,

Michael Connal, esq., Chairman;

Resolved, That the petition read to the meeting be adopted.

Carried unanimously.

Resolved, That the following gentlemen form a committee to procure signatures and furthering the objects of the petition:—Michael Connal, esq., Messrs. John Taubman, D. Hughes, John Kerrnode, Emerson Dawson, Thos. Clayne, Jno. Sausbury, Richd. Kneen, Thos. Brine, John Curphy, Edwd. Qualtrough, Robt. Gelling, Thos. Lace, Thos. Qualtrough, J. T. Cluins.

Carried unanimously.

Resolved, That subscriptions be made for the purpose of defraying preliminary expenses, and that the committee be authorised to collect subscriptions.

Carried unanimously.

Resolved, That a vote of thanks be offered to John Jas. Moore, esq., for his indefatigable exertions in forwarding the above.

Carried unanimously.

Resolved, That a vote of thanks be offered to M. Connal, esq., for his able services as chairman.

Carried unanimously.

At a public meeting of the inhabitants of the parish of Manghold, convened by Captain Christian, to petition Her Majesty for the surplus revenue of the island for the improvement of its harbours and other insular purposes, this 16th February 1854,

Captain Christian, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen do form a committee to canvass the parish for signatures, and also for subscriptions to defray the expenses of the measure; viz., Captain Evan Christian, M. Summers, W. Haslam, D. Kermeen, W. Kennish, J. Cottier.

Carried unanimously.

Resolved, That the thanks of this meeting be given to John J. Moore, esq., for his exertions in this cause, and to Captain Christian for his conduct in the chair.

Carried unanimously.

Evan Christian, Chairman.

At a public meeting of the inhabitants of the parish of Jurby, convened for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, 17th February 1854,

Rev. Mr. Harrison, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee for the purpose of canvassing the parish to obtain signatures to the petition, to obtain subscriptions to defray the expenses attendant on the measure, and to further it generally:—David Cain, John Harrison, Andrew Joughin, John Looney.

Carried unanimously.

J. E. Harrison, Chairman.

At a public meeting of the inhabitants of the parish of Lezayre, convened by Captain Farrant, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, this 17th February 1854,

Captain Farrant (House of Keys), in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to canvass the parish for signatures, and to obtain subscriptions to defray the expenses attending the measure and furthering the object of the petition:—Danl. Cayley, Wm. Quayle, Thos. Southward, Robt. Cowley, Edmd. Kerrnish, Richd. Teare, Thos. Kneal, Thos. Moore, Cornelius Gill.

Carried unanimously.

E. C. Farrant (M. H. K.), Chairman.

At a public meeting of the inhabitants of Kirk Michael, convened by Captain Gell, for the purpose of petitioning Her Majesty for the surplus revenue of the island to be appropriated to the improvement of its harbours and other insular purposes, 17th February 1854,

Captain Gell (Member of the House of Keys), in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to canvass the parish for signatures, and to obtain subscriptions to defray the expenses attending the measure and furthering the object of the petition; viz., John T. Callister, Edwd. Metcalf, John Cannon, John Corjeay, John Cain, B. Skyr, Wm. Croft, John Cannell, and Danl. Cain.

Carried unanimously.

Evan Gell (M. H. K.), Chairman.

At a public meeting of the inhabitants of the parish of Ballaugh, convened by Captain Craine, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated for the improvement of its harbours and other insular purposes, 18th February 1854,

Captain Craine, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen do form a committee to canvass the parish for signatures, and also to obtain subscriptions to defray the expenses attendant on the measure and further the object of the petition; viz., Thos. Craine, John Cannell, John Cæsar Stephen, Robt. Taubman, Robt. Quine, John Killip, Daniel Craine, Wm. Kegg.

Carried unanimously.

John Craine (C. P.), Chairman.

At a public meeting of the inhabitants of the Parish of Arbory, convened by Captain Dawson, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, 21st February 1854,

Captain Dawson, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee for the purpose of canvassing for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure and furthering the objects of the petition; viz., John Maddrel, Henry Clague, John Duggan, John Harrison, John Kinvig, John Collam, Edward Costam.

Carried unanimously.

M. Dawson, Chairman.

The petition to Her Majesty for the surplus revenues of the island, given to Captain Quick, of the parish of Patrick (Member of the House of Keys), on the 22d February 1854, who named the following gentlemen to proceed with the petition in his parish, by obtaining signatures and subscriptions; viz., Wm. Gell, John Quilliam, Thos. Quick, Thos. Cubbon, Dr. De Bentley, Mr. Cadman, Richd. Clucas, and Hugh Clucas.

At a public meeting of the inhabitants of the parish of St. Anne, convened by Major Bacon, captain of the parish, February 1854,

Major Bacon, in the Chair;

Resolved, That the petition to Her Majesty for the surplus revenue be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to further its objects; viz., Major Bacon, Messrs. Bridson, Kinley, and Moore.

Carried unanimously.

At a public meeting of the parishioners of Geaman, convened by Capt. John Gell (Member of the House of Keys), to petition Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, 22d February 1854,

Rev. J. F. Garde, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee to canvass the parish for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure, and to further the objects of the petition:—John Kelly, Cæsar Crellin, Wm. Boyde, John Quine, Capt. John Gell, Wm. Harrison, John Fisher, John Cain, B^a^. Gyer, John Cain Lergydhoo, Cæsar Wattleworth, jun., and John Moore Lergydhoo.

Carried unanimously.

Resolved, That a vote thanks be given to Mr. Moore, for his lucid and energetic proceedings.

Carried unanimously.

J. F. Garde, Chairman.

At a public meeting of the inhabitants of the parish of Onehan, convened by Capt. Banks, at the school-house, this 23d day of February 1854, to petition Her Majesty for the surplus revenue of this island, to improve its harbours and to be appropriated to other insular purposes,

Rev. John Howard, in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee, to canvass the parish for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure, and to further the objects of the petition, viz., Capt. Banks, Thos. Cowin, Daniel Cowin, John Creer, Thos. Christian, Edw. Christian, John Cain, Daniel Christian, Thos. Cubbon, Edwd. Christian, sen., and John Quine.

Carried unanimously.

John Howard, Chairman.

At a public meeting of the inhabitants of the parish of Marown, convened by Capt. Clucas (Member of the House of Keys), in compliance with a requisition, for the purpose of petitioning Her Majesty for the surplus revenue of this island, to be appropriated to the improvement of its harbours and other insular purposes, 27th February 1854,

Capt. Clucas, H.K., in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee, for the purpose of canvassing the parish for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure, and to further the objects of the petition, viz., Philip Killey, Jas. Burrows, Thos. Q. Kewley, Jas. Kelley, John Curphy, Thos. Lewin, Edwd. Faulder, Wm. Duggan, and Thos. Kelly.

Carried unanimously.

Resolved, That a vote of thanks be given to Captain Clucas for his conduct in the chair.

Carried unanimously.

Thos. Clucas, C.P. (H.K.), Chairman.

At a public meeting of the inhabitants of the parish of Braddon, convened by Capt. Harrison, in compliance with a requisition, for the purpose of petitioning Her Majesty for the surplus revenue of this island to be appropriated to the improvement of its harbours and other insular purposes, 27th February 1854,

Capt. J. B. Harrison, J.P., in the Chair;

Resolved, That the petition now read be adopted.

Carried unanimously.

Resolved, That the following gentlemen be a committee, for the purpose of canvassing the parish for signatures to the petition, and also to obtain subscriptions to defray the expenses of the measure, and to further the objects of the petition, viz., Wm. Clucas, Wm. Dalrymple, John T. Asburner, Jas. Key, Thos. Gibson, Robt. Lewin, George Moore, Paul Leece, Edwd. Quine, Thos. Creer, James Gelling, Wm. Hampton, John Kelly, Wm. Quilliam, John Cain.

Carried unanimously.

J. B. Harrison, Chairman.

Proposed by Dr. Harrison, and seconded by Wm. Dalrymple, that the thanks of this meeting be presented to Mr. Moore for his useful information on the subject of the surplus revenue of the Isle of Man.

Carried unanimously.

Proposed by Mr. Thos. Gibson, and seconded by Wm. Dalrymple, that the thanks of this meeting be presented to Dr. Harrison for his valuable services in the chair.

Wm. Dalrymple.

At a general meeting of the Delegates from the different towns and parishes held at the school-house, St. John's, on the 8th March 1854, for the purpose of appointing a general committee for the whole island, to petition Her Majesty for the surplus revenue of this island for local improvements,

Major Bacon unanimously voted to the Chair, and J. G. G. Ming voted Secretary;

After the returns from the towns and parishes were called over, and a sub-committee formed, it was proposed, seconded, and carried, that an agent be employed to visit the neighbouring seaports, to secure their interest in obtaining a harbour of refuge in the Isle of Man.

It was proposed by Mr. F. L. Gelling, and seconded by Mr. P. H. Leece, that Mr. J. J. Moore be the agent.

Carried.

Cæsar Bacon, Chairman.

Mr. J. J. Moore was then voted into the chair, when a vote of thanks was given to Major Bacon, by acclamation, for his very efficient services in the chair.

St. John's, Isle of Man, 25 May 1854.

At a meeting of the Surplus Revenue General Committee, duly convened from the towns and parishes of the island, held this day for the purpose of deciding upon and arranging the mode of procedure necessary to be adopted to obtain for the inhabitants their just right of having the customs duties revenue collected from them appropriated to the improvement of the harbours of the island and other insular purposes, and now prayed for by a petition to Her Majesty in Council,

Thomas Bridson, Esq. in the Chair;

Resolved, That James Aikin, Esq.,* of Liverpool, and John James Moore, Esq., be a deputation to proceed to London, for the purpose of obtaining the appropriation of the revenue collected in the island to the improvement of its harbours and other insular purposes, and that they adopt all constitutional measures necessary to effect that object.

Thomas Bridson, Chairman.

* Mr. Aikin having retired from this position in July 1854, before the petition was forwarded from the island, the Committee, upon being informed of his having retired, *Resolved*, that Mr. Moore should continue his mission.

— No. 4. —

Mr. *J. J. Moore* to the Right Honourable Sir *G. Grey*, Bart.

Sir, 7, Buckingham-street, Strand, 10 May 1855.

I BEG leave most respectfully to address you on behalf of the inhabitants of the Isle of Man They complain that the procedure adopted by the British Government in taking away a large portion of the revenue of the island, instead of its being appropriated to the purposes for which it was originally levied, namely, "for encouraging, improving, and regulating the trade and manufactures of the said island, and the fisheries on the coasts thereof," is not only a violation of their rights, but also inconsistent with every constitutional principle in operation under the British Crown, and which evidently must have originated in a misconception of the institutions of the island, and its relative constitutional position to Britain.

In the year 1837, when the inhabitants obtained knowledge through their delegates of this fact, they immediately transmitted to the late Viscount Melbourne, then First Lord of the Treasury, and to Lord John Russell, Secretary of State for the Home Department, a claim for redress, and an appointment was then made by the Home Secretary to have the matter adjusted; but the decease of his Majesty, King William the Fourth, caused the case to be deferred.

Subsequently, their claim has been occasionally urged upon the attention of Government; but more especially on the Treasury during the progress of the Customs Consolidation Bill through Parliament in 1853, when the duties on certain goods imported into the island were increased with the concurrence of the

the inhabitants, upon the condition that such increase should be appropriated to improvements there; the former duties being also claimed for the same purpose, the Treasury replied that as that was "purely a constitutional question, the Treasury, as a Department, was not competent to deal with it."

The inhabitants of the island having decided upon bringing their claim to issue, placed their petition to that effect, by the request of Viscount Palmerston, in his Lordship's hands on the 4th of August last, for the purpose of being heard before Her Majesty's Council, and evidence adduced in support of their claim, that a just and equitable decision might be obtained.

The numerous engagements of the Government Departments, consequent on the war, induced a hesitation in urging for an earlier appointment to bring the case to issue, but as it is now desirable to have it brought to a final decision upon an early period, I beg leave to transmit herewith a case containing the basis and substance of the claim, and most respectfully solicit an early arrangement for its being heard before Her Majesty's Council, with an opportunity of adducing evidence supported by counsel at the earliest convenient period.

I have, &c.
(signed) *John James Moore*,
Delegate and Agent for the Inhabitants
of the Isle of Man.

To the
Right Hon. Sir George Grey, Bart.,
Her Majesty's Secretary of State for the
Home Department.

— No. 5. —

Petition of the Inhabitants of the Isle of Man to Her Majesty, presented March 1863, and the Statement of the Grounds or Reasons for the same, and Proceedings had thereon, with the Statement of the Proceedings adopted by the Inhabitants to Petition Her Majesty.

Mr. *J. J. Moore* to the Lieutenant Governor, Isle of Man.

Sir, 6, Pump Court, Temple, 23 March 1863.

On placing in your hands the petition to Her Majesty from the inhabitants of the Isle of Man, as being the usual medium for its presentation, it is considered advisable to state the grounds upon which they most respectfully claim a redress of the grievances and the restoration of the rights therein refered to: 1st. As to the law enacted by the Island Legislature for disafforesting the forest in the Isle of Man, as if a "Royal Forest" had existed, or did exist there, the following facts and authorities prove conclusively that no "Royal Forest" ever existed in the island.

Firstly. It is evident upon referring to all the legislative enactments for constituting and regulating "Royal Forest," from the reign of Canute the Dane (when the first was enacted) to the reign of Charles the Second, who further defined and limited such royalties, that no "royal forests" could be constituted or exist without the institution of special Forest Courts, justices, verderors, and other officers, as necessarily incident thereto, for the government thereof; and the same was so decided by all the judges convened by King James, irrespective of the term "Forest" being named in any grants or offices, as reported in Coke's 4 Institutes, and has been invariably recognised as conclusive on the subject, and so quoted by all the authorities.

To obviate any objections that might be made as to these enactments, and this decision not affecting the Isle of Man, many of them were enacted while the island was held by the British Crown; and this decision of the judges took place when the island was held by King James, before he granted it to the Earl of Derby, in which grant he directs that violations thereof shall be tried by English law. Consequently, as there never have been any "Forest Courts, justices, verderors, or other officers" specially constituted in the Isle of Man for the government of a "Forest," no "Royal Forest" ever existed there, nor any Crown rights incident thereto.

Secondly. Although the grant of the Isle of Man by Henry IV. to Sir John Stanley included all the royalties of the island, if a "Royal Forest" had then existed there, it would have been specially named therein, as such could not be conveyed to a subject by the Crown, without a special conveyance, with power to appoint the Forest Courts, justices, and officers to govern the same, and so decided on various occasions; therefore, as no "Royal Forest" is named in the said grant, with powers to appoint such courts, justices, and officers, it is conclusive that no "Royal Forest" then existed there.

Thirdly. Although the Attorney General in his report admits that there are no Forest Courts or justices in the island, he conceives that certain courts there, which he states are analogous to Courts Leet, are substitutes for the Forest Courts and justices in the government of the forest; such a conception is not only in direct opposition to all the statutes bearing on the subject, and contrary to all decisions on the same, but also a corroborative proof that no "Royal Forest" ever existed there, as the Island Courts referred to by him as analogous to Courts Leet, are the Common Law Courts by which the Great Enquests are appointed to present all infringements on the rights of the public, as well as on those of the Lord of the Manor, including his game, and which judicial proceedings have been invariably considered by all authorities on the subject separate and distinct from the judicial proceedings that had to be specially instituted for the government of "Royal Forests."

Fourthly. The Attorney-General in his report states that all the licenses granted for the inclosure of portions of the commons, direct that the Great Enquest were to sanction the same, only reserving ways, watercourses, and turbaries, and therefore conceives that their duty was to afford their sanction with these reservations only; whereas the licenses granted at an early period made no such reservations, as by referring to the same will appear, but at a later period, when extensive inclosures were being effected, it became necessary to prevent the common law rights of ways, watercoures, and turbaries from being infringed upon, hence they came to be reserved in and by the licenses, and, being so reserved, it was quite unnecessary to require the sanction of the Great Enquest to confirm such reservations; and it is a great misconception of the tenor and purport of these licenses to think that such was the case; but, as in accordance with the statute of Merton, the Lords could approve and inclose portions of the common, provided enough pasture remained and was left accessible for the commoners, and it being his duty to prove that such was the case, therefore these licenses had to be laid before the Great Enquest for their decision on that point, and they have, irrespective of such reservations, invariably acted upon their own knowledge of the fact, that there has not been sufficient pasture left for the commoners, and therefore during many years have disapproved of inclosures, and, when coerced at law for their sanction, the courts have supported them by deciding in their favour. The portion already approved by the Lord being about $\frac{11}{24}$ of the whole, and from which the Crown receives Lord's rent annually.

Fifthly. In all these licenses, the terms used to designate the land to be inclosed is "waste" or "common;" the term "forest" is not used in any of them; therefore, these lands could not then have been considered portions of a "Royal Forest," otherwise they would have been named as such.

It may be asked, if the foregoing is really the case, how came the terms "forest" and "forester" to appear among certain papers in the Island Rolls Office? And how came the island Legislature to pass a law to disafforest a forest in the island if none existed there?

These questions are easily answered by recorded facts and certain admissions perfectly consistent with the foregoing conclusions.

First. As to the term "forest" appearing in certain papers in the Rolls Office, that office being occupied by a person appointed by the Lord, he along with other nominees, in order to conciliate his Lordship's favour at an early period of his rule, made several efforts to place the whole of the lands of the island in his Lordship's hands, as absolute proprietor thereof, to effect which some of the most ignorant proprietors were induced to take leases, and after many years of such efforts without much success, the alienation of land and the removal of persons from the island, without a license, came to be inhibited; these coercive measures not succeeding to the extent desired, three of these officials relinquished their own lands unto his Lordship, and took leases of the same, with an engagement

ment to have them again restored, thus leading other proprietors to follow their example, by which means they became lessees of their own lands. When the effect of these coercive and deceptive measures, on the part of the officials, came to be understood, great discontent prevailed, and all improvements ceased; this state of affairs induced the Bishop of Man to advise his Lordship to make an arrangement with the inhabitants respecting the tenure of their lands, to effect which they had to double their original payments to the Lord, and the same became confirmed in 1703 by a local enactment, designated the Act of Settlement; and subsequently to the Act of revestment, again confirmed by another local enactment approved of by His Majesty King George III. At the commencement of this period of aggression, his Lordship was induced to send a few deer to the island, that were turned into the uninclosed land, which thus became designated a "Forest," with a person designated a "Forester," by the same officials; but there being no wood or trees to shelter these animals they flocked to the inclosed lands, and committed considerable injury on the standing crops of the occupiers, and in their stackyards, who after suffering some years from such injuries (occasionally killing some, for which they were prosecuted), united together and drove all the deer into the sea, thus clearing the island of animals for which no portion of it was adapted, there being no shelter to protect them from the inclemency of the weather; such deficiency of trees and wood having at an early period established there a law, that stealing or taking a horse or bullock was not felony, because there was no place where they could be hid; whereas, at the same time, stealing a hog or a capon, was felony, because they could be hid, and so reported in Coke's Institutes. Even up to the present period, it is not in the memory of the oldest inhabitant that any trees were ever seen growing on the uninclosed lands in the Isle of Man.

Under such circumstances it is perfectly inconsistent with the nature of things that such land could ever have been a "Royal Forest," as the first quality of the land required for a "Royal Forest" by the statutes enacted to constitute and govern it, and also the term "Forest" itself, prove that land without trees upon it never could have been constituted a "Royal Forest," and its being only so named does not constitute it such.

As to the person designated "Forester," the duties required of him by the local statutes are the duties of a shepherd in respect to sheep, and no duties whatever that can be construed as those of a "Forester," or anything incidental to a "Forest," as defined by forest law.

Then, as to the Insular Legislature having enacted a law to disafforest a forest in the Isle of Man, when no "Forest" existed there, such a proceeding is accounted for by the following facts:—

The authority in London having control of the rights of the Crown in the Isle of Man, being misinformed respecting the tenure of lands there, prepared and transmitted a Bill to the Island Legislature for the apportionment of the uninclosed lands in the island, in which Bill the term "Forest" was used to designate the said lands, and requested that such Bill might be passed, and to become a local enactment for that purpose. Upon the Island Legislature taking the same into consideration, they objected to the term "Forest" being legally or correctly applicable to any lands in the island, which led to voluminous correspondence on the subject, neither party giving way, until Mr. Howard, the London authority, threatened to bring the Bill into the British Parliament, which induced a majority of the House of Keys to pass the Bill, among whom were some members of the Manx bar, who, when subsequently spoken to on the subject, say, "That they did not consider that there was any difference between the meaning of the term 'Forest' and 'Common,' being only different names for the same thing;" whereas one is the absolute right of the Crown, and the other the right of the commoners, subject to a minor manorial right.

This is what might be expected from their local situation, their knowledge being limited to the sphere of their professional duties, and which becomes an additional proof that no "Royal Forest" rights were ever in force or exercised in that sphere, otherwise they must have known the difference.

Commissioners having been appointed under this "Disafforesting Act," they have held meetings in the island, professedly to obtain information and adjudicate on the subject, before whom Mr. James appeared as counsel for the Crown, and members of the Manx bar for the inhabitants. Mr. James pleaded that all

the lands in the Isle of Man being held under leases, the occupiers must be considered leaseholders or copyholders, and that the Earl of Derby could not make any change in these tenures by the local Act of Settlement, as the island had been entailed upon him and his heirs by an Act of the British Parliament, and contended that there could be no right of common, either appendant or appurtenant to any lands, the tenure of which had originated in leaseholdings; and as to forest rights, simply remarking that as the Island Legislature had passed the Disafforesting Act, it was unnecessary to go into the identity (?) or rights respecting "Forests," as they were so well known; and the members of the Manx bar made no reference to that part of the subject. Mr. Adams, the present Seneschal of the Island, has also formed the same opinion as to the tenures, from having seen some of the old leases, granted so deceptively as aforesaid, which most likely have tended to mislead Mr. Howard, and authorities in London, on the subject. Whereas Mr. Adams' own proceedings as Seneschal in holding the Baron Courts every half-year, should have corrected that opinion, as according to the highest authority on the subject, no "Baron Courts" could have either originated or be continued without a freeholder being present therein.

As the Disafforesting Commissioners have not deposited any award at the Rolls Office in the Isle of Man, in accordance with the 15th section of the Forest Act, the Petitioners have not had an opportunity of knowing the principles or grounds upon which they are acting; the only results that have yet appeared in the island are their proceedings in effecting sales of portions of the uninclosed lands, with a statement, that a Parliamentary title is given with them, when no Act of Parliament authorises these sales. Some of the lands sold legally belong to certain persons, held under licenses duly approved of by the Great Enquest, recorded as such in the local Manorial Office, and for which Lords' rents are received by the Crown, and tithe church less, and the usual boons, suits, and services have been annually paid during many years, which is a most unjust proceeding of the Commissioner, and cannot be legally maintained.

As the Petitioners have not had an opportunity of knowing the grounds or principles upon which the Commissioners are proceeding, it is considered advisable to correct the mistaken views of Mr. James and Mr. Adams respecting the tenure of land in the island, by referring to incontrovertible documents on the subject, namely:—

1st. The sale of the Isle of Man by Magnus, King of Norway, to Alexander, King of Scotland, in the year 1266, reserves to the inhabitants their inheritances; and, should any of them be unwilling to continue there under the Government of the King of Scotland, they should have liberty to take their goods away, and leave the island.

2d. King James's Grant to his people and subjects in the Isle of Man, in the seventh year of his reign, "That they may for the future transfer, alien, grant, and demise their lands of inheritance by heir, deed, or instrument, and the same shall be good, form, valid, and effectual law; and further do confirm any inheritance in possession. And that any inheritance in the island that may descend, or in any other manner come to a woman, a feme covert, she shall be able to transfer, alien, grant, or demise such her inheritance, estate, right by deed, signed as well by her as by her husband. And we do will, grant, and declare that any laws or customs in our isle aforesaid, had, and used, for granting, alienating, or transferring of their inheritances or possession, shall be and remain in full force."

This grant and confirmation of their inheritances to the inhabitants of the island by his Majesty, not only restored and established the reservations made in their favour by King Magnus, but also completely counteracted the efforts to destroy their tenures, as hereinbefore stated, and which his Majesty had evidently been informed of, as it completely met the case, and was executed some months before the execution of his grant of the island to the Earl of Derby, which, with all other matters favourable to the Lord, are published in "Mill's Ordinances and Statutes of the Isle of Man," a work that has been generally admitted as an authority in the island. But this grant in favour of the inhabitants is not even named in that work, which is quite consistent with the object of its compiler, who, at the same time, published a pamphlet to prove that the tenures in the island were either leasehold or copyhold, in the expectation of conciliating the highest authority there, and be admitted to the Manx bar; but, having improperly moved

some

some papers from the Rolls Office, he was not admitted. King Charles II. on hearing the complaint of George Christian, whose father, William Christian, had been executed, and his estates in the island confiscated by the Earl of Derby, then Lord of the Isle, his Majesty, with the advice of his Council, including the Lord Chancellor, the Lord Chief Justice of the King's Bench, and the Lord Chief Baron of the Exchequer, "decided that the said William Christian had been wrongfully executed, and ordered that entire restitution be made of all the said estate, as well real as personal, with full satisfaction for all profits thereof; and the said William Christian being one of two lives remaining in an estate in Lancashire, that the detriment therein, by his untimely death, be fully repaired. And whereas Evan Christian, Samuel Radcliff, and John Cesar (who were then in prison, and had their estates seized and confiscated), also decided and ordered that they be likewise restored to all their estates, real and personal, and fully repaired, in all charges and expenses."

This decision of his Majesty in Council is corroborative of the tenures of the island being freehold, as it discriminates between them and a different tenure in Lancashire.

Much more matter is capable of being adduced to the same effect from recorded judicial and other proceedings in the island, but the foregoing are considered to be sufficiently conclusive on the subject.

It being considered that the foregoing facts and authorities respecting "Forests" prove conclusively that no Royal Forests ever existed in the Isle of Man, therefore the application and enforcing of the "Isle of Man Disafforesting Act, 1860," by the Commissioners to the uninclosed lands in the island is a misapplication thereof, and should cease. And having also herein referred to documents sufficient to correct the mistaken views entertained respecting the tenure of land in the island, the Petitioners are confident that, upon due consideration of the matter hereinbefore adduced, the said Commissioners will be restrained from any further proceedings under the said Act, and to obtain such redress the Petitioners most respectfully claim the privilege awarded to them by the 23 & 24 Vict. c. 34.

In reference to the local enactment to levy a tax or rate upon the inhabitants for the erection and maintenance of a lunatic asylum, the Petitioners conceive that the levying of any tax or rate from them, without their consent, either directly or indirectly, is not only a violation of their constitutional rights, and in direct opposition to the 18th of Geo. III. c. 12, both of which prohibit taxation without representation, but also without any local precedent for the same, and unnecessary, for the following reasons, namely:—

1st. That there are ample funds accumulated in the Treasury, levied from the inhabitants especially for the island purposes, originating with the 7th Geo. III. c. 45, and, being so continued by subsequent enactments, were claimed in 1837 for this and other objects by the persons then deputed by the inhabitants to claim their rights from the British Government. The said funds being also directed by these statutes, and the 16th & 17th of Vict. c. 107, to be kept apart from all other revenue, in order that the same may be available for the local island purposes for which they were levied. During the progress of the latter Act through Parliament, the House of Keys claimed these funds for island purposes, but were replied to from the Treasury, "that, as the people had not elected the Keys, that they could not claim these funds." In consequence of this reply the inhabitants, in 1854, petitioned Her Majesty, praying that a portion of these funds might be appropriated to the improvement of the island harbours, and supported by a case laid before the Privy Council, proving, conclusively, the right of the inhabitants to have these funds appropriated to local purposes, to the extent of the island's requirements; therefore, until these funds are exhausted by their local application, for which they were levied, the Petitioners conceive that any further rates or taxes should not, in justice, be levied from them for any purposes whatever.

2d. By the Common Law procedure in the Isle of Man respecting paupers, each parish should provide and support its own poor, which, if put into operation, by placing the pauper lunatics in asylums already established, they would be provided for much more economically, and under more efficient medical treatment, than can be effected by the establishment of a lunatic asylum in such a limited sphere for medical practitioners as the Isle of Man.

Then, as to the appropriation of island funds to the construction of the proposed

works in the position intended in Douglas Bay: it is not only stated in all the nautical evidence adduced before the Royal Harbour Commissioners, when there, that constructing works in the position now intended, would destroy the best part of the bay, as a roadstead, but every person conversant with nautical affairs and the locality assert the same; and also the mode of construction proposed for the said works has never yet been tested or proved under similar circumstances, but is in direct opposition to the reports of the most experienced authorities on the subject.

In 1853, during the progress of the Customs Consolidation Act through Parliament, by which the anticipated increase of the Island Customs duties to be then enacted was to be appropriated to the improvement of the island harbours, but there being nobody then elected by the inhabitants as their representatives to appropriate the same, they agreed that such increase should be appropriated by the Tynwald Court, and it became so enacted.

That, when the subject and plans for such appropriation came under the consideration of the Tynwald Court, the court became equally divided respecting them; one-half thereof who adduced the highest authorities and facts against the plans being in opposition to the plans proposed; while the other half had only fallacies and interested misrepresentations to support the plans; but, unfortunately, the president of the court gave his casting vote in favour of the latter, without assigning any reason for doing so; thus the objectionable position and mode of contribution came to be adopted. The majority of the local Harbour Commissioners were also very much averse to both the position and mode of construction of the proposed works; but, having no voice in the matter, they have to comply with the measure (unless otherwise corrected), however reluctant they may be.

The Petitioners therefore conceive that although a contract for the said works has been entered into (but very little work done), yet upon its being clearly proved that the capabilities of Douglas Bay as a roadstead would be destroyed by the construction of such works, and which is considered would be the result of due investigation thereof, the Petitioners therefore respectfully solicit that further progress in the said works be restrained until the subject be duly investigated, and such redress afforded as may develope the capabilities of Douglas Bay as a roadstead or harbour for the shelter of vessels, so much required.

The foregoing circumstances, collectively and individually, prove the great injustice the inhabitants of the Isle of Man are subject to by not enjoying their constitutional right, of being represented in their own Legislature as formerly; and as they are the only subjects under the British Crown so situated and subject to such privation, they fully expect to have the same redressed.

Any further information available that may be required respecting the foregoing matters shall be most readily supplied.

I am, &c.
(signed) *John James Moore,*
Isle of Man Agent.

To Henry Brougham Loch, Esq., C.B.,
Lieutenant Governor and Chancellor
of the Isle of Man.

P.S.—Herewith is a copy of the proceedings of the inhabitants of the Isle of Man at their meetings to petition Her Majesty.

J. J. M.

Copy of Proceedings of the Inhabitants of the Isle of Man.

The inhabitants of the town of Peel, and the parishes of German and Patrick, having been convened, by notices at the parish church and bills posted in these parishes, to meet in Peel on this 11th August 1862,—

At the meeting of the said inhabitants, in compliance with the said notices, John Stevenson Moore of Lergydhoo, Esq., being elected as Chairman, he called on Mr. John James Moore to give an account of his proceedings as agent of the inhabitants of the Isle of Man, elected by them in 1854, to obtain by all constitutional means their rights.

Mr.

Mr. Moore complied with the request in a concise and lucid manner.

1st. Moved and seconded, That his proceedings and the results thereof be approved.

Carried unanimously.

2d. Moved, seconded, and resolved, That he continue his services as Agent for the inhabitants.

Carried unanimously.

A Petition to Her Majesty being read and discussed,

3d. Moved and seconded, That it be adopted as amended.

Carried unanimously.

4th. Moved and seconded, That persons be appointed to obtain signatures to the petition.

Carried unanimously.

5th. Moved, seconded, and resolved, That a vote of thanks be given to Mr. John James Moore for his services as agent to the inhabitants.

Carried unanimously.

6th. Moved, seconded, and resolved, That the thanks of this meeting be given to the Chairman for his services in the chair.

Carried unanimously.

(signed) *John J. Moore*, Chairman.

At a public meeting of the inhabitants of the parishes of Bellaugh and Michael, held in the school-house, Bellaugh, 14th August 1862:

Moved and seconded, That Mr. Thomas Mylecraine take the Chair.

Carried unanimously.

The Chairman having called on Mr. J. J. Moore to state his proceedings since 1854, as agent on behalf of the inhabitants of the Isle of Man, with which he complied,

Moved and seconded the approval thereof, and that he continue his services as such.

Carried unanimously.

The Petition to Her Majesty being read and re marked upon,

Its adoption is moved and seconded.

Carried unanimously.

The persons now named—

It is moved and seconded, That they canvass the parish for signatures to the Petition.

Carried unanimously.

Moved and seconded, a vote of thanks to the Chairman.

Carried unanimously.

(signed) *Thomas Mylecraine*, Chairman.

At a public meeting of the inhabitants of the town of Ramsey and the parish of Manyhold, held in the Court-house, Ramsey, 18th August 1862:

Moved and seconded, That Captain Christian, of Manyhold, take the chair.

Carried unanimously.

The Chairman having called on Mr. J. J. Moore to state his proceedings since 1854, as agent for the inhabitants of the Island, with which he complied,

An approval of the same is moved and seconded.

Carried unanimously.

And a continuance of his services as such, moved and seconded.

Carried unanimously

The Petition to Her Majesty being read and discussed,

Its adoption is moved and seconded.

Carried unanimously.

A Committee named to canvass for signatures to the Petition, being moved and seconded,

Carried unanimously.

A vote of thanks to Mr. J. J. Moore, for his services as agent for the inhabitants of the Island, being moved and seconded,

Carried unanimously.

A vote of thanks to the Chairman, moved and seconded,

Carried unanimously.

Resolutions of the inhabitants at a public meeting this evening, 18th August 1862, Ramsey.

(signed) *Evan Christian*, Chairman.

Proceedings similar to the above at Ramsey, and similar resolutions, were adopted and carried unanimously at public meetings, held respectively,—

On the 19th August 1862, at Lezare: Thomas Brooke, Esq., of Druidale, Chairman.

On the 22d August 1862, at Lonan: W. Kneale, Esq., Chairman.

On the 25th August 1862, at Andreas Church, representing the parishes of Andreas, Bride, and Jurby: John Martin, Esq., Chairman.

On the 27th August 1862, at the Townhall, Castletown, representing the parishes of Castletown, Malew, Arbory, and Rushin: James Clague, Esq., Chairman.

To Her Most Excellent and Most Gracious Majesty Victoria, Queen of Great Britain and Ireland, and of Man and the Isles.

The Humble Petition of the Inhabitants of the *Isle of Man*.

Showeth,

That the Legislature of the Isle of Man, without the consent of the inhabitants, or their being represented therein, have enacted a law* for the inclosure of common lands, which, however desirable such inclosure may be, the said law is so incorrectly framed as to deprive several of the inhabitants of certain lands which legally belong to them, and admitted to be so by the Commissioners who have to proceed under it, but unable to afford any relief from its unjust operation.

* Designated as "The Isle of Man Disafforesting Act."

That the said Legislature, so defectively constituted, have enacted another law without the consent of the inhabitants, by which a rate or tax is about being levied on all the property in the Island for the establishment of a Lunatic Asylum, an institution much required, but for which, and other purposes, the inhabitants have already contributed ample funds, that should be so appropriated before an additional rate or tax be levied from them.

That such legislation is a violation of the constitutional principles in operation in every other dependency under the British Crown, and also a disregard to precedents of the same in the Isle of Man.

That on former occasions, when laws were being enacted in which the pecuniary interest of the inhabitants of the Island were so much involved, they were generally consulted, either themselves directly or indirectly, through their representatives, as appears on referring to the records of the Island, and to the proceedings in effecting the most important measures to benefit the inhabitants.

As early as the year 1430 the whole Commons of Man chose and elected six men of each sheading, who constituted and acted as a branch of the Island Legislature.

In

In the year 1643 the Earl of Derby, then King in Man, in order to adjust various grievances, convened the Island Legislature, directing the election of four men in each parish to co-operate in the same.

In the year 1837 the British Government proposed effecting a beneficial change in the Island fiscal matters, and directed the measure to be laid before the inhabitants, who, after due consideration thereof, elected certain persons whom the Government recognised as representing the inhabitants.

In the year 1839 the inhabitants in each parish elected certain persons to co-operate in commuting the tithes.

In the year 1853 the British Government proposed including the Isle of Man in the Customs Consolidation Act, and directed the same to be laid before the inhabitants, who elected certain persons to treat on the subject, which thus became approved of by the inhabitants.

The Petitioners conceive that these precedents should have precluded any similar legislation without their concurrence therein, but they complain that such has not latterly been the case, as hereinbefore stated; and they have also to complain that the Island Authorities, so defectively constituted, are, without any concurrence on the part of the inhabitants, preparing to appropriate to certain harbour works, never yet proved under similar circumstances, a large sum of money that has been levied from the inhabitants; such works being not only contrary to the local evidence taken respecting them, but also in direct opposition to the matured reports, after due investigation, of the highest authorities on the subject.

The great desire of the inhabitants of the Isle of Man to be on all occasions represented in the Local Legislature induced them, in the year 1845, to present a petition to Your Majesty, praying that the House of Keys, who are another branch of the Local Legislature, should be elected by the inhabitants, in order that they might be so represented; but this petition was not complied with, as such election of the House of Keys, who are selected by the Crown and an Apellate Court, thus being in the position most analogous to that of the House of Peers in the British Parliament, would have changed and subverted the original constitution of the Local Legislature.

The Petitioners therefore most respectfully and in all humility pray that Your Majesty may be most graciously pleased to suspend, or cause to be suspended, the operation of the hereinbefore-stated Local Acts or Laws, until the rights of the inhabitants are duly recognised; and that the money hereinbefore referred to may not be appropriated to such objectionable works as at present proposed, but that the same may be applied to the works approved of, and given in evidence by those who are most interested in their efficiency and permanency: and the Petitioners also pray that Your Majesty may be graciously pleased to direct or cause that in future, whenever the Isle of Man Legislature are to be convened, that the inhabitants may be afforded their constitutional right of being represented therein by six men from each sheading, as formerly hereinbefore stated, or in any other manner that may be considered most advisable to effect the same.

And your Petitioners, as in duty bound, will ever pray.

(Here follow 3,373 signatures.)

— No. 6. —

Mr. *H. Waddington* to the Lieutenant Governor, *Isle of Man.*

Sir, Whitehall, 11 April 1863.

9 April.

I AM directed by Secretary Sir George Grey to transmit to you, with reference to your letter of the 26th ultimo, the enclosed copy of a letter from the Hon. J. K. Howard, containing the observations of the Commissioners of Woods, &c., on the petition of certain inhabitants of the Isle of Man, relative to the Act for disafforesting the Forest in that Island.

I am, &c.
(signed) *H. Waddington.*

H. B. Loch, Esq., C.B.,
Lieutenant Governor, Isle of Man.

— No. 7. —

LETTERS on behalf of the Inhabitants of the *Isle of Man* to the Home Secretary.

Mr. *J. J. Moore* to the Right Hon. Sir *G. Grey*, Bart.

Sir, 6, Pump Court, Temple, 4 December 1863.

I BEG leave to refer to the petition of the inhabitants of the Isle of Man, numerously signed, and presented to Her Majesty, through the Lieutenant Governor and yourself, in the month of March last, complaining of certain grievances, namely:—

That the Island Legislature, without the consent of the inhabitants, or their being represented therein, had enacted certain statutes to levy from them taxes and rates for certain purposes, and also to take possession and deprive them of certain lands to which they have an absolute right; and praying that, as such legislation was contrary to, and a violation of, the British Constitution, and not permitted in any other dependency of the British Crown, that the same might cease and be discontinued in the Isle of Man, and that the inhabitants might have their original and former right of being represented in their own Legislature restored to them.

Since the presentation of the said petition to Her Majesty, applications have been made to the Home Office to ascertain the result thereof, to which replies have been given "that the same was under consideration."

That notwithstanding the said petition being still pending before Her Majesty, the Island Legislature have very lately passed a Bill professedly to amend a former Act complained of; but, instead of annulling and setting aside the cause of complaint, the said amending Bill authorises and confirms the taking possession of the aforesaid lands by compulsion from the proprietors, without any public necessity or requirement whatever for the possession of such lands, and authorises one of the Commissioners (who misconstrued the intentions of the former Act) to give to the said proprietors of such lands whatever compensation he may individually choose or decide upon, and which is to be conclusive, without any redress or appeal from such decision, however insufficient in value such compensation may be.

The said amending Bill having been so precipitately passed by the Legislature as to prevent the inhabitants having an opportunity of objecting thereto, or even duly investigating the tendency thereof, hence the cause of this application for redress.

That

That all property in the possession of the proprietor is considered by the constitution and laws of Britain to be inviolable, and thereby protected, unless when necessary and required for some public advantage or improvement; and even then, in all such cases, the British Parliament so protects the interest of the proprietor of property to be taken by compulsion, as never to leave the amount of compensation to be given for the same to the decision of any one person whomsoever, but directs that, if the parties concerned do not agree upon the value thereof, the same may be decided by disinterested persons chosen by the parties as arbitrators, or by a jury convened for the purpose.

Therefore, under the circumstances, on behalf of the inhabitants of the Isle of Man, I most respectfully solicit your attention and consideration of the foregoing facts, and that Her Majesty may be pleased to withhold her approval or signature from the said amending Bill.

I also most respectfully solicit information as to the result of the petition presented to Her Majesty in the month of March last.

I have, &c.
(signed) *John James Moore*,
Agent for the Inhabitants of the
Isle of Man.

To the
Right Hon. Sir George Grey, Bart.,
&c. &c. &c.
Home Office.

Mr. *J. J. Moore* to the Right Honourable Sir *G. Grey*, Bart.

Sir, 6, Pump Court, Temple, 8 June 1864.

I BEG leave most respectfully to address you on the subject of the petition from the inhabitants of the Isle of Man, presented to the Queen in the month of March 1863, praying for a redress of certain grievances, particularly their not being represented in the Island Legislature, by whom laws are enacted in direct opposition to the will of the people, and prejudicial to their interests, and which has lately led to a violent collision between them and the authorities of the Island, tending to a breach of the peace.

Repeated applications have been made at the Home Office without receiving any intimation that such redress would be afforded, the only replies being that the same was under consideration.

Since the presentation of the petition to the Queen, the Island Legislature has adopted proceedings in opposition to the recorded protest of the people. Under these circumstances, it is considered advisable to apply to The House of Commons for the appointment of a Select Committee to investigate the grievances of the inhabitants of the Isle of Man, and to report on the same in order to their being redressed; and as it is most desirable to have your concurrence in the appointment of such Committee, I most respectfully solicit, on behalf of the inhabitants of the Isle of Man, your approval of the same, which will ultimately tend to relieve the Home Office of many applications from the Island. An early reply will oblige.

I have, &c.
(signed) *John James Moore*,
Agent for the Inhabitants of the
Isle of Man.

To the
Right Hon. Sir George Grey, Bart.,
Home Secretary.

P. S.—Enclosed is a concise statement of the grievances complained of, prepared for Members of The House of Commons.

J. J. M.

(Enclosure.)

The Legislature of the Isle of Man, designated the Tynwald Court, is at present composed of—

1st. The Governor and Council, who are appointed by the Crown.

2d. The House of Keys, composed of 24 members, none of whom are elected by the people; but when vacancies occur, the remaining members name two persons to the Governor for each vacancy, who chooses one of them to supply such vacancy.

Formerly, when matters of importance were the subjects of legislation in the Island, the people were directed to elect persons to represent them in the Tynwald Court.

Latterly, the people have not only been prevented from being represented in the Tynwald Court, but it has enacted laws to tax them for objects in direct opposition to their will, even after it has been strongly expressed; and also statutes to deprive them of their property, under the pretence that such was a Royal Forest, where none ever existed, by which means some members of the House of Keys have acquired possession of large portions of land that have been enjoyed by the people time immemorial, such being a violation of all the principles of British legislation.

Even suggestions made by the people for the benefit of the community are generally opposed by the House of Keys; at the same time they style themselves "the Representatives of the Island."

The inhabitants of the Island have no voice whatever in the appropriation of any public monies in the Island (excepting the rates in the town of Douglas, for its sanitary improvement), but they are appropriated by persons in the appointment of whom the people have no voice; hence the misapplication of these monies, and also defalcations in the same.

The monies that are set apart for the improvement of the island harbours are being expended on the most fragile structures, in opposition to the opinions of engineers (Messrs. Walker, Hawkshaw, &c.) most experienced in such works; and the situation in which the structure in the most important harbour (Douglas) is being erected will destroy its capabilities, and so stated by all nautical men of experience; and even now, during its progress, portions of it have become in a state of dilapidation without having been subject to any severe storm.

The monies and rates collected for the improvement of the roads in the Island are levied in such a manner as to inflict the greatest injustice on the poor cottagers; and although the statutes under which they are levied direct that correct accounts of the same, with their appropriation, shall be made out and published annually, such accounts have not been published during some years—a Committee of the Keys being the managers thereof.

Under the influence of these grievances (with which no other subjects of Her Majesty are afflicted), the inhabitants of the Island, in March 1863, most respectfully petitioned the Queen, praying for a redress thereof; but not having received any reply to their petition, and the parties who are attempting to dispossess them of their property not doing so by process of law, but by personal violence, with the pretence that they are proceeding under the authority of the Royal Prerogative of the Crown, which may lead to a breach of the peace, the inhabitants are desirous of having their grievances fully investigated, and conceive that a Committee of The Honourable House of Commons is the best means for the purpose. In order to effect such investigation, it is necessary that all the communications of the island authorities, and of the inhabitants and on their behalf, with Her Majesty's Government since the year 1853 should be produced.

The assistance and support of Members of The House who appreciate the British Constitution are most respectfully solicited to obtain the appointment of a Select Committee to investigate the grievances of an oppressed people, and facilitate the restoration of their rights and privileges; and, until such be obtained, all proceedings of the Tynwald Court be restrained.

(signed) *John James Moore,*
Agent for the Inhabitants of the Isle of Man.

6, Pump-court, Temple,
3 June 1864.

— No. 8. —

The Lieutenant Governor, *Isle of Man*, to Mr. *H. Waddington*.

Government House, Isle of Man,
Sir, 12 February 1864.

I have the honour to forward a petition that was presented by Mr. J. J. Moore, at a Tynwald Court held at the Castle Rushen on the 8th instant, purporting to be signed by delegates elected by the inhabitants of 15 of the parishes of the Isle of Man, praying that the Compensation Bill, lately passed by the Insular Legislature, may not receive the consent of Her Majesty.

I have

I have reason to believe that this is by no means a true expression of the wishes of the majority of the inhabitants of the Isle of Man, for, although in certain parishes meetings were convened in the usual manner, very few persons attended these meetings, and the proper means were not adopted to place before the people the real question at issue, or to elicit the feelings of the people generally upon the subject.

Mr. Moore has for a great length of time represented himself as an agent for the inhabitants of the Island, but I believe has no claim whatever to such a title.

I have, &c.

H. Waddington, Esq.,
Home Office.

(signed) *Henry B. Loch.*

(Enclosure.)

To His Excellency *Henry Brougham Loch*, Esquire, C.B., Lieutenant Governor, and the Honourable Council and Keys of the Isle, in Tynwald assembled.

WE the undersigned, being delegates elected by the inhabitants of our respective parishes at public meetings, duly convened for the purpose of adopting measures in reference to an appeal to the Privy Council against the proceedings of the Disafforesting Commissioners, and also to protect the interest of the inhabitants, being informed that this Honourable Court is expected to take into consideration certain alterations in the Island Disafforesting Act, do hereby most respectfully beg leave to record our protest against effecting any alteration in said Act, as any legislation on any subject contained in that Act would obstruct our progress and prejudice our rights, in obtaining a decision of the Privy Council on the proceedings already had by the Commissioners under the said Act.

(signed)	*John J. Moore*	Lergydhoo	German.
	Daniel Caine	Ballanca	Michael.
	Francis B. Cannell	Beark	„
	Jas. J. Taubman		Ballaugh.
	John Kelly	Ballahasney	Jurby.
	Albert Garrett, Junior	Ballagenne	Bride.
	James McWhammell		Legarde.
	William Kennish	Corrony	Manyhold.
	James Hampton	Poolville	Lonan.
	John Thomas Kelly	Renscault	Braddon.
	Thomas Cowen	Ballacrestin.	
	John Flissack	Ballakissark	Lanton.
	Thomas Bridson	Ballaquiggin	„
	Thomas Kelly, Junior	Ballavitchel	Maroun.
	John Moore	Ballacross	Arbory.
	William Bell	Balefesson	Rushen.
	William Taggart	Gibdale	Matuo.

— No. 9. —

Mr. *H. A. Bruce* to the Lieutenant Governor, *Isle of Man.*

Sir, Whitehall, 31 March 1864.

I AM directed by Secretary Sir George Grey to acknowledge your letter of the 26th instant, and to inform you that he has had the honour to lay before the Queen the petition which accompanied it of the inhabitants of the Isle of Man, numerously signed, in reference to two Acts lately passed by the Legislature of that Island.

I am, &c.

H. B. Loch, Esq., C.B.,
Lieutenant Governor, Isle of Man.

(signed) *H. A. Bruce.*

— II. —

CORRESPONDENCE with the BOARD of TRADE respecting the PORT ERIN HARBOUR BILL during its Progress through Parliament in 1863.

— No. 1. —

(No. 5989.)

Mr. *Farrer* to the Secretary to the Public Works Loan Commissioners.

Marine Department, Board of Trade,
29 May 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to inclose copy of a Bill now before Parliament for authorising the Harbour Commissioners of the Isle of Man to levy dues at Port Erin, "in order to provide a fund for the improvement of that harbour."

As it is more than probable that the Harbour Commissioners will, for the purpose of proceeding with the necessary works in connection with the proposed pier or breakwater, renew an application for a loan under the "Harbours and Passing Tolls, &c. Act, 1861," which they have prematurely submitted to this Board, my Lords are desirous that there shall be no unnecessary delay; and with that object, they will be obliged in this case, as in that of Harwich, if the Public Works Loan Commissioners will favour them with any observations they may have to offer on the inclosed Bill.

A copy of the answers of the local authorities to the questions asked by this Board is also inclosed, with plans furnished at their instance by Mr. Abernethy, civil engineer:—

1. For a timber and rubble stone pier, the outer frame or casing being composed of creosoted wood, 450 feet in length, for which the estimated cost is 18,500*l.*
2. For a permanent stone pier or breakwater of the same length, of which the estimated cost is 58,000*l.*

The Committee will observe that Plan No. 1 is very similar to that which has recently been adopted by the St. Ives Harbour Commissioners and rejected by the Public Works Loan Commissioners.

Foreseeing that a like objection might be made to this plan of construction for Port Erin Pier, my Lords took it upon themselves to request Mr. Abernethy to prepare an alternative plan of a stone pier.

It has occurred to my Lords upon this plan that the mode of construction adopted, namely, by simply casing the wooden structure above referred to (Plan 1) with stone, may involve unnecessary expense; for if, as Mr. Abernethy states, a pier of the dimensions of Plan No. 1 would, if cased with wood, answer all the purposes of the proposed harbour, there would seem *primâ facie* to be no reason why a structure of stone of the same sectional area should not equally suffice.

2. But, in the next place, the funds which would be required to complete so large an undertaking as Mr. Abernethy's stone structure would necessitate the borrowing on loan of a sum nearly double the amount originally contemplated for the purpose, viz., 25,000*l.*; and it is questionable whether the dues proposed to be levied would be considered by the Public Works Loan Commissioners as affording a sufficient security for the payment of interest and the liquidation of the debt within the period prescribed by the Act.

3. That it is questionable whether, in order adequately to meet the requirements of the proposed harbour, the length of the pier should not be as much as 600 feet; whereas, by the plan of Mr. Abernethy, the length is only 450 feet.

As there are points of great importance which must be raised, sooner or later, by the Public Works Loan Commissioners, my Lords think it right, before communicating with the local authorities, to bring them to the notice of the Public Work

* Copies of the Plans are not given in this Return.

Works Loan Commissioners, in the hope that they may be able, at this state of the proceedings, to offer such observations or suggestions as may occur to them, so that my Lords may be in a position to obtain such further information, or such further plans from the Isle of Man Harbour Commissioners, as may be required to enable the Public Works Loan Commissioners to deal satisfactorily with the application when formally submitted for their consideration.

I am to add, that a point upon which my Lords are particularly anxious of receiving the opinion of the Public Works Loan Commissioners is, whether a pier constructed in the manner indicated in the accompanying Plan 1 is likely to satisfy the Commissioners.

I have, &c.
(signed) *T. H. Farrer.*

The Secretary
Public Works Loan Commissioners.

Enclosure 1, in No. 1.

A BILL intituled "An Act to authorize the taking of Harbour Dues at Port Erin, in the Isle of Man, in order to provide a Fund for the Improvement of the Harbour; and for other Purposes."

WHEREAS it is desirable that improvements should be made in the Harbour of Port Erin, in the Isle of Man, so that the same may be rendered more serviceable as a shelter for vessels employed in the herring fishery, and other vessels:

And whereas the Harbour Commissioners of the Isle of Man, hereinafter called the Commissioners, are empowered and intend to make such improvements, and it is expedient that, for defraying the expenses thereof the Commissioners should be authorized by Act of Parliament to take dues on vessels using the harbour when improved, and to borrow money on the security of the dues:

May it therefore please your Majesty that it may be enacted, and be it enacted, by the Queen's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Approval of works by Board of Trade.

1. All works for and connected with the making of the intended improvements in the Harbour of Port Erin, hereinafter called the Harbour, shall be executed subject to the approval and in conformity with any directions of the Lords of the Committee for the time being of Her Majesty's Privy Council, appointed for the consideration of matters relating to trade and foreign plantations, hereinafter called the Board of Trade.

Power for Commissioners to take dues in Schedule.

2. Subject and according to the regulations in the Schedule to this Act, the Commissioners may take, in respect of the vessels in that Schedule described, any dues not exceeding the dues in that Schedule specified, as follows:

As soon as the pier which is intended to be constructed by the Commissioners as part of the intended improvements is carried out into the sea, sufficiently constructed to form a shelter for vessels, for a distance of 300 feet from the shore at low-water mark at ordinary spring tides, then the dues in the first column of that Schedule specified:

As soon as the same pier is so carried out for a further distance of 150 feet, then the dues in the second column of that Schedule specified:

A certificate signed by the receiver general of the Isle of Man, certifying that the pier has been so carried out for a distance of 300 feet, or of 450 feet, as the case may be (which certificate he shall sign and give on being satisfied in that behalf), shall be conclusive evidence thereof.

Collection of dues.

3. With respect to the collection of the dues, the following provisions shall take effect:—

(1.) A collector, and if necessary a sub-collector, to collect the dues, shall be from time to time appointed by the receiver general of the Isle of Man, at such salary as the Commissioners from time to time direct, payable out of the dues levied under this Act, and may from time to time be removed from office by the receiver general:

(2.) The collector or sub-collector may board any vessel appearing to him to be liable to dues, for the purpose of ascertaining the dimensions of the vessel, and demanding and receiving the dues:

(3.) In case of nonpayment, on demand, of any dues payable for any vessel, the collector or sub-collector may distrain the tackle or nets on board thereof; and in case the dues are not paid within one fortnight after such distress, the collector or sub-collector may sell such tackle or nets, or a sufficient part thereof, by public auction, and apply the proceeds in or towards payment of the dues and of the expenses incurred in or about the distress and sale, rendering the surplus, if any, to the person in charge of the vessel:

(4.) The collector shall monthly or (if required) oftener, account to the receiver general for all sums received by the collector or sub-collector in respect of dues, and pay over to the receiver general all sums in the hands of the collector in respect thereof:

(5.) If the collector refuses or neglects to do so, he shall for each offence be liable to forfeit a sum not exceeding 20*l.*, to be recovered by suit before the water bailiff of the Isle of Man, on petition, in the name of the receiver general, and to be applied as sums received in respect of dues are applicable.

Borrowing power.

4. The Commissioners, or the major part of them (the receiver general or his deputy being one), may from time to time, with the approval of the Board of Trade, testified in writing signed by a secretary or assistant secretary of the Board, borrow at interest from any Commissioners, body, or person, on the security of the dues leviable under this Act, or on that security jointly with any other security, or on any such other security alone, such money as may seem necessary for the making and maintaining of the intended improvements of the harbour.

Application of dues.

5. The Commissioners shall apply all money received by them in respect of the dues, and all other money coming to their hands from the harbour, or from any property connected therewith belonging to the Commissioners, for the purposes and in the order following, and not otherwise:—

(1.) In paying any expenses preliminary to or connected with the preparation or passing of this Act:

(2.) In paying the expenses of the maintenance, management, and regulation of the harbour:

(3.) In paying the interest on any money borrowed under this Act, and any sum payable on account of the principal thereof:

And the Commissioners shall from time to time, subject to the approval and in conformity with any directions of the Board of Trade, revise the scale of dues received under this Act, so that the produce thereof may always be, as far as is practicable, sufficient, and not more than sufficient, for the payments before in the present section directed, but so that the dues levied do never exceed in amount the dues specified in the Schedule to this Act.

Accounts and Reports of Commissioners.

6. The accounts of the receipts, expenditure, credits, and liabilities of the Commissioners under this Act shall be kept and audited, and the same, or proper abstracts thereof, shall be published in such form and manner, and at such times, as the Board of Trade from time to time directs or approves; and a proper abstract of all such accounts, together with a report of the Commissioners on their proceedings, and on the works executed by them under this Act, and the state of the harbour, shall be annually furnished by them to the Board of Trade.

And whereas it may be doubted whether the Public Works Loan Commissioners are empowered to make, and harbour authorities to obtain from them, loans for harbours in the Isle of Man, under and according to the provisions of "The Harbours and Passing Tolls, &c. Act, 1861," and it is expedient to preclude such doubt; therefore, the following provision shall take effect:

Application of Part I. of 25 & 26 Vict. c. 47.

7. Part I. of "The Harbours and Passing Tolls, &c. Act, 1861," and any enactments amending it, shall extend to the Isle of Man.

Transfer of powers from Admiralty to Board of Trade.

23 & 24 Vict. c. 56, ss. 6, 7.

8. From and after the passing of this Act, Sections 6 and 7 of the Act of the Session of the twenty-third and twenty-fourth years of Her Majesty (chapter 56), "to make further Provision for Improvements in the Harbours of the Isle of Man," shall be read as if the Board of Trade were named in those sections instead of the Lord High Admiral of the United Kingdom, or the Commissioners for executing his office.

Short title.

9. This Act may be cited as "The Isle of Man Harbours Act, 1863."

SCHEDULE.

Harbour Dues.—Table.

	First Column.	Second Column.
	s. *d.*	*s.* *d.*
For every vessel of the burden of five tons or upwards, per ton -	— 3	— 4
In addition to the entrance dues above named, there shall be paid for every vessel of the burden of five tons or upwards, laid up or lying in the harbour longer than 14 days, if between the 1st of October in one year and the 1st of June in the next year, for every additional period of 10 days, per ton - - - -	— 1	— 1
If so laid up or lying between the 1st of June and the 1st of October in the same year, then for every additional period of 10 days, per ton - - - - - - - - - - -	— 2	— 2

REGULATIONS.

1. The dues in Table 1 are to be paid for every vessel for each time of entering the harbour.

2. The owner of a vessel under the burden of 30 tons may compound for the dues for the herring fishing season for the sum of 2 *l.*, or for the whole year for the sum of 3 *l.*, or from the 1st of October in any one year to the 1st of June in the next year for the sum of 1 *l.*, in each case payable in advance.

The owner of a vessel of 30 tons or upwards, and under 50 tons, may compound for the dues for the herring fishing season for the sum of 4 *l.*, or for the whole year for the sum of 6 *l.*, in either case payable in advance.

3. For every vessel windbound, and not discharging cargo in the river, one-half only of the aforesaid dues is to be leviable.

4. Steam vessels are to pay the same dues as sailing vessels.

5. The tonnage of vessels is to be ascertained according to "The Merchant Shipping Act, 1854," and the amending Acts, and in the case of British vessels is to be the registered tonnage.

6. A vessel for which dues have been paid being obliged, from stress of weather or other sufficient cause, after leaving the harbour, to return within 24 hours with the same cargo (if any), is not to be again liable for dues.

7. The following vessels are exempt from dues, namely: vessels of or in the service of Her Majesty or of any Member of the Royal Family; vessels in the service of the Board of Trade, Customs, or Excise, or under seizure by officers of revenue, or in the service of a general lighthouse authority (within the meaning of "The Merchant Shipping Act, 1854"); packet boats or Post Office packets (as defined in any Act relating to the Post Office); and yachts belonging to members of Royal yacht clubs in the United Kingdom.

8. For the purposes of the dues, the harbour is to be taken as comprising the whole of Port Erin Bay included within a line drawn from the rock called the Castles, at the south side of the bay, to the rock called the Skerranes, at the north side, and the shore of the bay to high-water mark at ordinary spring-tides.

Enclosure 2, in No. 1.

ANSWERS to the accompanying Questions and Remarks bearing thereon by the Committee for the Erection of a Pier at *Port Erin Bay, Isle of Man.*

1. Twenty-five thousand pounds, according to Captain Vetch's estimate in the Report of the Royal Commissioners on Harbours of Refuge; by what instalments and at what times to be determined hereafter.

2. By tolls of 2 *l.* per boat per annum on fishing vessels entering the harbour during the whole season, estimated at 1,000 boats, including the Manx, English, Irish, Scotch, and Welsh luggers, and also by tolls on all other vessels using the harbour, including traders, merchantmen, steamers, &c. From which a net revenue (after payment of the expenses of collection, &c.) is anticipated of 2,000 *l.* a-year. The whole of the income to be applied to the repayment of the loan in such manner and at such times as the Board of Trade may determine.

3. The plan of the harbour, and of the proposed breakwater, with area and depth of water, are given in the Royal Commissioners Report. The Committee also respectfully refer to Captain Vetch's Reports on the Isle of Man harbours, and especially to those on Port Erin.

4. The principal object of the proposed work is to afford shelter to the National Herring Fleet on the west coast of the Isle of Man, whereby the safety of the fleet would be secured, and the take of fish is expected to be doubled or trebled; and also affording refuge and shelter to all vessels using the North Channel, betwixt the Island and the Irish Coast, at present entirely without protection, Captain Vetch having stated that with the pier "Port Erin would be not only the best harbour in the Isle of Man, but one of the safest and best in Great Britain."

5. The foregoing remarks apply equally to this question.

6. At present there is no harbour at Port Erin, but when converted into one by this work, it would come under the control of the Insular Harbour Commissioners, who would be the proper persons to take charge of the loan, see to its proper application, collect the tolls by their harbour master, and pay the proceeds over to Government.

7. The only estimates, or plans, are those of Captain Vetch; and the committee again respectfully refer to the Royal Commissioners' Report, from which they have selected the following passages applicable, or directly referring to the case of Port Erin, Isle of Man:—

Vol. I.
Page 7.—Paragraphs 4 and 5.
„ 15.—Paragraphs 2 and 3.
„ 20.—Article on Loans for Harbours, especially the 2d paragraph on p. 22.
„ 37.—The work proposed at Port Erin.

In Appendix.

No. 16.—Memorial to the Treasury, and reply.
„ 19.—Evidence of fishermen, &c.
„ 20.—Evidence in favour of Captain Vetch's Pier.

Plate No. 15.—Plan of Port Erin, with proposed Pier.

Page 219.—Appendix, No. 15.—Account of Fishing Boats which attend the Manx Herring Fishing, &c.

Page 222.—Appendix, No. 19.—Minutes of Evidence of Edward Fargher, John Watterson, and John Watterson, jun.

Appendix, No. 20.—Evidence of William Qualtrough.

Page 283.—Analysis of Evidence at Douglas:—
William Milner, 6249 and 6250.
Edward Fargher, 6262, 6270, 6275, 6276, 6283, 6292, and 6294.
John Watterson, 6301 and 6308.
John Watterson, jun., 6317, 6335.
John Sansbury, 6337.
Alexander Sutherland, 6348, 6352.
John Thomas Clucas, 6357, 6359.
Richard Quirk, Receiver-general, 5587, 5602, 5609.

Vol. II.—Alphabetical List of Witnesses:
Page 4.—John Thomas Clucas - 196.
„ 4.—Edward Fargher - - - 195.
„ 5.—William Milner - - - 194.
„ 6.—John Sansbury - - - 196.
„ 7.—John Watterson - - - 195.
„ 7.—John Watterson, jun. - 195.

Proceedings at Douglas.

Page 175.—Richard Quirk, Receiver-general, from 5577 to 5609; and again, 5618 and 5619.
„ 185.—Edward Moore, 5988.
„ 194.—William Milner, 6249, forward.
„ 195.—Edward Fargher.
„ 195.—John Watterson.
„ 195.—John Watterson, jun.
„ 191.—William Callister, 6170, 6171, 6172.

8. The committee believe that the Admiralty entirely approve of the work.

9. They cannot fix on the period for its completion, but earnestly desire, for the sake of the thousands of poor fishermen who are suffering great hardships for want of it, that it may be as early as possible.

10. The work proposed will be complete in itself.

11. This question, already replied to, as fully as practicable.

12. No contract has been made, but the committee have no doubt such can be made with responsible parties, and would again respectfully refer to Captain Vetch's Report.

13. No money has been raised.

14. Answered before.

15. Port Erin, although sheltered on all sides excepting the west, has heretofore had no protection westward, and has not been considered a harbour, but has afforded shelter to the whole Herring Fleet when the wind was off shore, and to numbers of other vessels, but of which no accounts have been taken. If the proposed breakwater were erected the number of vessels seeking and finding refuge in the harbour would be very considerable, from the fact of its superior accommodation to any harbour on the island.

16. The security proposed is that of the harbour revenues.

17. Previously

17. Previously answered.

18. Previously answered.

19. Previously answered.

20. The revenues may be expected to increase considerably, from the greater facilities and security obtained.

21. No debts.

22. The committee suggest the Isle of Man Harbour Commissioners.

23. Previously answered, as far as this question applies to this case.

J. T. Clucas, Chairman. *Henry Kelly.*
Wm. Milner. *Henry Kermode.*
William Bell. *John Kermode.*
John Sansbury. *William Qualtrough.*
William Moore. *John Moore.*

Port Erin, 13 September 1861. *James Corrin*, Honorary Secretary.

— No. 2. —

(No. 6257.)

Mr. *Abernethy*, to the Secretary, Marine Department, Board of Trade.

2, Delahay-street, Westminster, London, S.W.,
Sir, 20 May 1863.

The drawing which I forwarded with my last report shows a mode of casing the timber and rubble stone breakwater formerly proposed by me for Port Erin.

I learn from my principal assistant, Mr. Neill, who has had a conversation with Captain Sulivan, that what is now required is an estimate for a stone pier simply.

As I have before stated, on the supposition that a stone pier is at once to be constructed, I should in the first place erect a timber staging loaded with rubble stone generally, of the same form and description as that proposed for the original timber breakwater, for the whole length of the proposed stone structure, as the safest, most expeditious, and economical mode of carrying it out; and the only difference I should make would be in making the timber framework somewhat narrower by diminishing the batter on both sides, as shown on the accompanying drawing. I should also dispense altogether with the rubble mound below low-water in front of the face walls.

With these alterations I estimate the cost of a stone breakwater at Port Erin at the sum of 57,500 *l.*, so that there is little diminution in the actual cost as compared with casing the original timber breakwater; the only difference being a somewhat diminished quantity in the rubble hearting and pitching.

I have, &c.
The Secretary, Marine Department, Board of Trade, (signed) *Jas. Abernethy.*

— No. 3. —

(No. 6896.)

Mr. *Willink*, to the Secretary, Marine Department, Board of Trade.

Port Erin Harbour, Isle of Man.

Sir, South Sea House, E.C., 8 June 1863.

I have to acknowledge the receipt of your letter of the 29th ultimo, with its enclosures, and to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that this Board's solicitors have reported they are of opinion that "The Isle of Man Harbours Acts, 1863," as prepared, is sufficient to authorise the Harbour Commissioners to borrow, and this Board to lend thereunder if they should deem it expedient.

As to the other parts of your letter, I have to state that the next meeting of this Board will be holden on the 17th instant, when the subject will be considered and a further communication made to you thereon.

I am, &c.
(signed) *W. W. Willink*, Secretary.

The Secretary, Marine Department,
Board of Trade.

— No. 4. —

(No. 7370.)

Mr. *Willink*, to the Secretary, Marine Department, Board of Trade.

Port Erin Harbour.

Sir, South Sea House, 19 June 1863.

With further reference to your letter dated 29th May, inviting the opinion of this Board upon the points therein raised as to the modes of construction suggested for the intended breakwater at Port Erin, in the Isle of Man, and especially as to whether a pier constructed in the manner indicated by the section marked No. 1 on one of the drawings furnished, would be likely to satisfy this Board, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that this Board have carefully considered the subject submitted to them, but could not undertake to give an opinion thereon without first referring the whole question, not only as to the mode of construction but as to the eligibility of the structure in the locality, and for the purposes for which it is designed to be erected, to a competent engineer to report thereon; this Board, do not, however, think that it would be advisable to instruct an engineer to report on proposed works in respect of which no application for a loan is yet before them; and had they thought otherwise it would have appeared to them to be expedient that the plans and specifications should be submitted to them in some other form than that of a mere reference to documents and evidence appended to the Report of the Royal Commissioners for Enquiry on Harbours of Refuge.

I am, &c.
(signed) *W. W. Willink.*

The Secretary, Marine Department,
Board of Trade.

— No. 5. —

(No. 10,632.)

The Secretary, Marine Department, Board of Trade, to His Excellency *Henry B. Loch*, Esq., C. B., Government House, Douglas, Isle of Man.

Marine Department, Board of Trade,
Sir, 12 September 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to enclose a copy of "The Isle of Man Harbours Act, 1863," containing *inter alia* powers and provisions enabling the Harbour Commissioners of the island to levy dues for the construction of a harbour at Port Erin; and I am to express a hope, on the part of the Board of Trade, that steps may at once be taken for obtaining the requisite information on the subject, and for having plans and estimates made, so that this important work may proceed as soon as possible.

It appears to this Board that the responsibility for the works rests, in the first instance, with the Harbour Commissioners, though the plans have to be submitted to the Board of Trade. It may, however, be desirable to point out that it will be necessary, in order to satisfy the Public Works Loan Commissioners, not only to show an income sufficient to pay for the maintenance of the works proposed, to pay interest, and to repay the principal of the sum advanced, but also to produce plans of the works which will, in the opinion of such engineers as the Public Works Loan Commissioners may consult, secure the stability of the erection.

So far as the views of this Board are concerned, it may also be desirable to point out that, in order to provide shelter for the number of boats which will use the

the harbour, and have to pay the tax, the breakwater should be at the least 600 feet long.

I am also to enclose copy of the questions usually addressed by the Board to persons who apply for loans under "The Harbours and Passing Tolls Act, 1861." 2.

I am, &c.

His Excellency (signed) *T. H. Farrer.*
Henry B. Loch, Esq, C.B.

— III. —

REPORTS of ENGINEERS (including the late Mr. *Walker*'s and Mr. *Hawkshaw*'s) respecting the attempted BREAKWATER in *Douglas Bay*, projected by Mr. *Abernethy*.

— No. 1. —

Messrs. *Walker, Burgess, & Cooper*, to the Secretary of the Admiralty.

ISLE of MAN.

Sir, 23, Great George-street, 2 January 1861.

MR. QUIRK, Receiver General of the Isle of Man, informs us that he has been informed by an official friend that the Admiralty have had under their consideration a plan for a cheap pier for Douglas Harbour, in which he hopes that we, as engineers to the Commissioners, may be able to concur. Mr. Quirk presumes that we are acquainted with the plan he refers to, as carried out at Blyth and other places, which is a mistake, as we have not seen the plan, nor know its construction, beyond this, that it is timber backed with stone, whereas the plans which we have prepared are of stone.

We request, therefore, to be furnished with a copy and description of the plan referred to by Mr. Quirk's official friend, that we may report our opinion to the Commissioners.

We have, &c.

To the Secretary, (signed) *Walker, Burgess, & Cooper.*
Admiralty.

— No. 2. —

Messrs. *Walker, Burgess, & Cooper*, to Mr. *Richard Quirk*.

ISLE of MAN HARBOURS.

Sir, 23, George-street, 2 February 1861.

YOUR letter to us, dated the 20th December 1860, states that "you had been informed that the Admiralty have had under their consideration, and had approved a mode of construction for piers or breakwaters as carried out at Blyth, and now in course of being carried out at Port Natal and Falmouth, and it was understood that a work constructed after this manner would be very much cheaper than the more substantial course generally adopted and proposed by us (say about 30*l.* per running foot), and that in after time, when called for, it might be faced with stone;" and you ask if we are able to concur in this plan for Douglas Breakwater.

To enable us fully to consider the subject, we applied to the Secretary to the Admiralty for the particulars of the kind of breakwater referred to; in his reply, dated the 7th ultimo, the Secretary presumes that "you refer to a plan of works designed for Port Natal by Captain Vetch, and which has been adopted and contracted for, and a copy of which had been sent by that officer to the Chief Deemster of the Isle of Man," and he forwarded to us accordingly a copy of Captain Vetch's Report, which is dated 3d August 1859. As we have no doubt

you can have access to the Chief Deemster's copy, it will not be necessary for us to detail what has been approved for Port Natal.

On the 17th ultimo we received another letter from the Secretary to the Admiralty, accompanied by a report from Captain Vetch, dated 11th January 1861, on the subject of our letter to the Admiralty of the 10th October last, respecting Douglas Breakwater. A copy of these communications is sent herewith, from which you will see that what is now recommended by Captain Vetch is altogether different from the requirements of the Admiralty, as explained in a letter from the secretary to the Lieutenant Governor, dated 25th June 1858, in which a stone breakwater was to be carried out from the shore, founded upon a base of rubble work at 12 feet below low-water, the superstructure to be 32 feet wide at quay level, and to have a parapet 17 feet above high-water.

What he now recommends is,—

First. The erection of a breakwater on the south side of Douglas Bay, rather more easterly, and in deeper water than was proposed by Mr. Walker in 1856, and afterwards approved by the Commissioners; also a breakwater from the Conister Refuge Tower on the north side of the bay, in accordance with the plan attached to the supplementary Report of the Royal Commission on Harbours of Refuge of 1859.

Secondly. The section of the piers and the material to be the same as that adopted by Mr. Abernethy at Blyth, and at Falmouth, and to be suitable for vessels to lie alongside.

Thirdly. The commencement of the piers to be of masonry as far out from the shore as four feet below low-water mark; and, at the commencement of the pier from the Two Gun Battery, the construction of a landing slip or stairs for passengers to land from boats.

Captain Vetch considers that both piers may be executed for 50,000*l.* in two years.

As we have not been informed that it is intended to commence any work upon the Conister Rocks, we shall not discuss it in this Report, but merely state that the construction of two piers in the open sea together, 1,800 feet long, with the outer ends in a depth of 30 feet at low-water, for the sum and in the time above stated, appears to us impracticable.

As regards the pier from the Two Gun Battery near Douglas Head, we are not aware of any objection to the line recommended by the Royal Commissioners excepting the cost, which must be greater than a pier nearer the harbour, owing to the increased depth of water and greater exposure to heavy seas. The sheltering a larger area of deep water will, however, be an improvement. With reference to the particular construction recommended for the breakwater beyond four feet below low-water, you will see, by reference to Captain Vetch's Report and Mr. Abernethy's sections for the piers for Port Natal, that it consists of frames of creosoted timber lowered into the water, connected together by timber, and loaded or packed with rubble stone.

Many piers have been erected on the coasts of England, France, and Holland, consisting of timber piles driven into the ground and loaded with stone, and in some cases uprights framed into a sill have been adopted where the foundation is on rock above low water; but we are not aware of any instance of the particular construction now recommended having been executed in deep water and in an exposed situation.

The piers at Port Natal have not yet, we believe, been sufficiently advanced, and piles, and not frames, are proposed for the commencement of these piers. All that has yet been done at Falmouth, beyond the masonry next the shore, consists in the driving of about a dozen piles (not frames); and the work at Blyth, we are informed, is generally founded on rock above the level of low-water, and the outer end only five to six feet below this level; besides which this pier is somewhat sheltered by a reef of rocks, and the ordinary rise of spring-tides at Blyth is only 15 feet. It is therefore, we think, obvious that the pier at Blyth is no criterion of what is required in Douglas Bay, where the average depth is 24 feet at low-water and the rise of tide 20 feet. In this case each of the timber frames would have to be about 50 feet in height, weighing at least 17 tons, and requiring three tons of cast-iron to sink them. It does not require much experience to judge of the great difficulty of handling such enormous frames in an exposed place like Douglas Bay, with an unbroken range of deep water

water for about 60 miles. Indeed, the certainty of failure appears to us so clear that we should at once decline the responsibility of adopting this plan, or of being in any way connected with it; we do not even recommend a piled pier, like that which has been approved for Ramsey, although more suitable, and much less costly; since in a locality like Douglas Bay, where stone is abundant, and where a good foundation can be had, it would be false economy to employ so perishable a material as timber, except for staging. It is true that the process of creosoting protects timber for a time, but the large experience we have had in various marine works proves that even creosoted timber is not proof against worm, and will not last in such situations more than from 10 to 15 years; and we have no hesitation in saying that the ultimate cost of a stone breakwater upon a rubble base would prove very considerably less than the best timber erection.

The result of our consideration of this subject is, that the Blyth system of construction is quite inapplicable to Douglas, and if persisted in it will result in a total failure; that as a breakwater only, the section proposed by us in 1858 would be found the cheapest erection, even with the addition of a parapet and landing jetty or slip; but that, if a landing pier be required, the best construction would be to build nearly upright walls from the bottom of concrete blocks and masonry, as mentioned in our letter to the Admiralty before referred to.

Considering that it is now nearly five years since Mr. Walker's recommendations were approved of by the Tynwald Court, and have been waiting the sanction of the Admiralty ever since, we trust that you will be able to bring this subject in such a way before their Lordships, that they may be no longer induced, from motives of false economy, to withhold their sanction from a work of such great importance to the inhabitants of the Isle of Man.

We have, &c.

Richard Quirk, Esq. (signed) *Walker, Burgess, & Cooper.*

— No. 3. —

Mr. *Hawkshaw*, C. E., to Mr. *Willink*.

33, Great George-street, Westminster,
28 October 1863.

Sir,

Your letter of the 14th August last informed me that the Public Works Loan Commissioners were desirous of being furnished with my report upon the harbours of Douglas, Peel, and Ramsey, in the Isle of Man, and upon the proposed works and peculiar mode of construction, and particularly upon eight points or inquiries that you specified.

You also stated that, notwithstanding these inquiries, I was requested to report on any circumstances which might appear to me to be desirable to be specially brought under consideration.

I accordingly visited the Isle of Man on the 18th of August last, and spent some days in examining the harbours of Douglas, Peel, and Ramsey.

To make my observations more intelligible, I have appended to this Report—

1. A plan of the harbour at Douglas.
2. A plan of the harbour at Peel.
3. A plan of the harbour at Ramsey.
4. Sections of the breakwaters at Douglas, Peel, and Ramsey.

I will now proceed to notice the eight before-mentioned inquiries in the order in which they occur in your letter.

1st. "On the harbours of Douglas, Peel, and Ramsey generally, and the accommodation afforded by each in its present state for refuge or commerce, and on the necessity for or expediency of the projected breakwaters and works, regard being had to the requirements of each locality or otherwise."

The result of my investigation under this head of inquiry is, that the present accommodation at Douglas, Peel, and Ramsey is wholly inadequate for the trade of those places, and is restricted for purposes of refuge. I find, upon referring to the Minutes of Evidence and Appendix accompanying the Second Report of the

Tidal Harbour Commissioners, that statements are furnished, borne out by actual occurrences and instances, which prove the insufficiency of all these ports. The trade at each place has increased since 1845, when that report was made, and in the interim little or nothing appears to have been done. The inconvenience that has been felt for want of space and accommodation has doubtless had a prejudicial effect on the prosperity of those ports and the Isle of Man, and urgently calls for the adoption of remedies.

As it respects the necessity for or expediency of the projected breakwaters and works, I find that Douglas (Drawing No. 1) is exposed to the south-easterly winds, which injuriously affect the harbour. In order to protect it against these winds, Mr. Abernethy proposes a breakwater 1,100 feet long, commencing at the Little Head, running out in a north-easterly direction, and bending towards the north for about one-third of its length. This breakwater will protect the harbour from the worst winds, and will enclose an area of sheltered water-space of sufficient depth to afford refuge for vessels. Mr. Abernethy proposes to construct three landing-berths on the inner or sheltered side of this breakwater.

At Peel (Drawing No. 2) the harbour is exposed to northerly winds, those to the west of north being the worst. To shelter it from these winds, Mr. Abernethy proposes to build a breakwater, commencing at the Horse Point of the Castle Rock, extending 300 feet seaward in an east-north-easterly direction.

At Ramsey (Drawing No. 3) protection is required from easterly winds, and some work is needed to stop the sand which is brought by northerly winds, accumulates round the head of the existing North Pier, and tends to choke up the entrance: to meet these evils, and to afford additional harbour accommodation, Mr. Abernethy proposes to lengthen the North Pier about 700 feet, curving it towards the south. The tendency of this extension will also be to train the current of the river and increase its scouring power, which will act advantageously in deepening the entrance, and keeping it clear from deposit.

The foregoing works at Douglas, Peel, and Ramsey were all recommended by the late Mr. Walker in his report, dated 26th January 1856, and have also been suggested by others; they have been varied by Mr. Abernethy in some measure as to the precise direction of the breakwaters, and as to their extent.

2d. "On the eligibility and practicability of each of the projected breakwaters, and the works connected therewith executed and to be executed, not only as regards situation and plan, but also the mode of construction."

The proposed breakwaters appear to be well placed, and are therefore eligible as regards situation, and breakwaters may no doubt be made on the system that is proposed, and therefore they are practicable. As regards the eligibility of the mode of construction, I propose noticing this under the subsequent inquiries.

3d. "On the sufficiency of the works executed and to be executed for the requirements of the trade, and other purposes."

To render the accommodation at the harbours of Douglas, Peel, and Ramsey complete, other works, more or less important, might be executed with advantage. At Douglas, especially, a small pier within the harbour, in the situation pointed out in Mr. Walker's report, alongside which the packets could go, would be of great service, and seems to be necessary to complete the accommodation at that port; but I am of opinion that the works now under consideration are of great importance, and should take precedence of others, inasmuch as one of their main objects is to improve the shelter, and any works subsequently executed would be more beneficial if properly protected from prevailing winds.

4th. "On the strength and durability of each of the works executed and to be executed, and the estimated annual expense of repairing and maintaining each during a period of 50 years after completion;" and

5th. "If the woodwork of the proposed breakwaters be properly creosoted, with 12 lbs. of creosote oil per cubic foot, as proposed, what will be the probable duration of the woodwork; and, in the event of its being destroyed by worms or natural decay, will it be practicable effectually to reinstate the decayed parts, or otherwise to repair the defects, at a moderate expense?"

It will be convenient to notice these two inquiries together.

There is not much in the system of construction that is being pursued by Mr. Abernethy

Abernethy that is novel. Piers and breakwaters have been executed generally in this way both in this country and on the Continent, and more particularly in new countries like America.

The system pursued may be described, in general terms, as a framework of timber strutted and braced in the inside with timber and filled with loose stone; and at Douglas, where there is a greater depth of water than at Peel and Ramsey, the lower part of the framework is in addition surrounded by loose stone carried up to a line 15 feet below low-water. The sections of the breakwaters are shown in Drawing No. 4.

The chief points that can be urged in favour of such a mode of construction is, that breakwaters can be executed in this way with more rapidity and the expenditure of a smaller sum of money at the outset than if a more permanent system were pursued; and they admit of being cased with stone at a subsequent period, though in that event the aggregate cost would be rather larger than if built in the first instance of stone.

The objections to such a system arise principally from the perishable nature of the large amount of timber that is used, requiring, when compared with a breakwater constructed of stone, a large annual outlay for maintenance and renewal.

In opposition to this, it has been urged that the process of creosoting the timber hinders its decay, and prevents its being attacked by the worm. It is probable that where the timber is beyond the reach of the worm, or above half-tide level, the decay is arrested by creosoting, provided it be properly done. But it is not certain that creosote prevents the ravages of the worm where the timber is within its influence.

Probably the best authenticated instances bearing upon this subject are those referred to in a paper read by Mr. David Stevenson, F.R.S.E., M.I.C.E., before the Royal Society of Edinburgh.

The first instance given is the pier at Leith, and Mr. Stevenson states: "The whole of the timber employed was creosoted on the spot in the most careful manner. As the piers at Leith were washed by a constant admixture of fresh water from the Water of Leith, the author expected that the progress of devastation at that place would be so slow as to be hardly appreciable in creosoted timber. But having carefully examined the west pier, he corroborated the evidence given by Mr. A. M. Rendel, in 1860, before the Select Committee on Leith Docks Bill, that notwithstanding the most careful application of creosote, the timberwork has been attacked by the insect to a great extent."

The second instance was at Invergordon, where two steamboat jetties were constructed from design by Messrs. Stevenson. With reference to these, Mr. Stevenson states: "It was generally represented that there were little or no traces of marine insects in the Cromarty Firth; and it was resolved that it was a situation peculiarly suitable for employing timber pilework protected by creosote. The timber used in the work was carefully selected at Leith, and dressed to the necessary scantlings and lengths, so as to avoid all cutting after it had undergone the process of creosoting. It was then creosoted by an agent sent by Mr. Bethell for the purpose, at the sight of a careful inspector employed by the engineers. Every piece of timber was weighed before being put into the tank, and the process of creosoting was continued until each piece had received as nearly as possible the specified quantity of 10 lbs. of oil per cubic foot. Some experimental pieces were from time to time cut longitudinally, when it was found that the creosote had entered the ends of the logs 18 inches to 2 feet, and it had saturated the timber some two or more inches all round. No greater precautions could possibly be used to ensure perfection in carrying out the process, which involved an additional cost of about 450 *l.* The jetties were erected in 1858, and now the superintendent's report was that the blackened or creosoted portion of the timber is very much eaten and perforated. The timber perforated is just as it came from the creosoting tank, never having been cut. There is an inch and a quarter wasted on some of the piles that have been perforated."

The third instance referred to was at Scrabster. Mr. Stevenson says: "The timber employed in this instance was selected Memel, of first-rate quality. It was carefully creosoted at Glasgow. On cutting up a timber that had been attacked by the sinnoria, it was found that the creosote had fully entered at the ends and saturated the sides, and yet it was discovered to have been attacked after it had only been exposed 13 months, the insect perforating the blackened

timber. The whole of the creosoted portion of the timber was now more or less worm-eaten and destroyed."

Mr. Stevenson also states that "Mr. Leslie had directed his attention to similar results at Granton and Stranraer, at both of which places the creosoted timber had been perforated."

I have given these instances at length, because my own experience at Holyhead gives rather a better result, and shows that timber well creosoted six years ago has hitherto not been attacked by the worm. But I can conceive that the insect which commits these ravages will avoid creosoted timber when it meets with anything more to its liking (as in Holyhead, where it is not far removed from timber not creosoted), and also that it may attack creosoted timber in some places at an earlier period than in others.

It must, however, I think, be admitted, from the foregoing instances, that creosoted timber is readily perforated and destroyed by the ravages of marine insects in some localities, and I know of no experience sufficiently extended to determine that creosote affords a permanent security against their depredations.

It is possible, therefore, that the breakwaters at Douglas, Peel, and Ramsay would, if constructed in the manner that is being resorted to, be very much deteriorated in the course of a few years, rendering it necessary to have recourse to remedial measures.

As regards the question of renewal, it is evident that in all three cases the timber struts, braces, and cills that are buried in the stone filling will be inaccessible, and therefore cannot be replaced. On the other hand the ravages of the worm appear to be chiefly confined to a few feet in vertical height; say, from a foot or two below low water to about half-tide level.

At Ramsay, where piles are driven, it will be possible to repair the breakwater from time to time by replacing the piles as they decay by new ones; but as the sides of the wooden framework could not be properly braced and tied together, additional piles intermediate to the frames would most probably have to be driven, to render the work sufficiently strong.

Peel Breakwater, being a larger structure, would entail a greater cost in repairs. It is possible this might also be rendered secure by driving piles; but in this case close piling, or piling or piles separated by only a small interval of space, would be necessary on both sides; and where the bottom is rock, the piles would have to be stepped in or secured by iron shoes or knees, which would have to be done by divers. This would much increase the cost.

Douglas could not be dealt with in this way. This breakwater will have a bottom layer of loose stone rubble; this would preclude driving piles; but possibly the part attacked by the worm, being limited in range, might be repaired by additional timber work; but after a time, and when that class of repairs became extensively necessary, the best remedy would be to case the framework altogether with stone.

It is impossible to estimate with any degree of accuracy the annual expense of repairing and maintaining each breakwater during a period of 50 years after completion. I should expect the repairs to be inconsiderable for some time, but where so much perishable material exists and is exposed, the annual cost will, in the course of time, be considerable. The duration of the timber in such situations should, perhaps, not be assumed to be more than 15 years; and it is possible that before that time some of it will have perished, and repairs be rendered necessary.

"6. If the woodwork be allowed to go to decay, will the stonework, and the stability of the structure, be seriously affected?"

If the woodwork be allowed to go to decay, and be not from time to time renewed, the loose stone filling will come away, and the structure in the shape in which it is intended to erect it will be destroyed. What would remain if the timber were away, would be a quantity of loose stone, which would be washed down and assume the form the sea would give it. This amorphous mass might, to a limited extent, act as a breakwater, and afford a nucleus, although a very bad one, for a permanent structure, the erection of which would be much more costly than if constructed in the proper and ordinary way at the outset, and which would be more easily executed, and more satisfactory, if the nucleus did not exist at all.

It is clear also that if the timber were removed all quayages and frontages would be entirely destroyed.

"7th. On the sufficiency of the contracts for each of the projected works, and within what time the works may be completed and ready for use, and whether the contracts comprise and provide for all works necessary for the completion of each breakwater."

As it respects the sufficiency of the contract sums, much will always depend upon management on the part of the contractor, and the perfection of the arrangements for carrying out the work. Hence it is not unusual to see contractors fail to reap any advantage, owing to the neglect of proper foresight in this respect. When I visited the harbours, I was unable to form an opinion upon these points, as the works were not sufficiently advanced. I, however, consider that the contract sums are small, considering the amount of work that has to be performed; and that if the breakwaters are completed, therefore, they will have to be constructed at a low cost.

If the works are prosecuted vigorously, they might be completed within two years from this time.

The contracts appear to comprise and provide for all works necessary for the completion of each breakwater.

Though I do not, in the documents sent to me, see that sureties are provided for the due fulfilment of the contracts, Mr. Abernethy informs me that there are two; and in addition to this security, the Harbour Commissioners hold the reserves kept back from the periodical payments on account.

"8th. On the advantages to be derived from each of the works when executed, as regards refuge, commerce, or otherwise."

It will be gathered from what I have already stated that the works, when executed, will be of great commercial advantage to the ports of Douglas, Peel, and Ramsay; and there can be no doubt that, with the increased facilities afforded, the trade and revenue will, as is always the case, be augmented.

As it regards refuge, the same result will follow. The Isle of Man, being situated between the Mersey and the Clyde, is in the route of an extensive trade, and is favourably situated to attract vessels seeking refuge. These would come if a good sheltered anchorage were provided, as will be the case to a much greater extent than at present, when the projected works are completed.

Much value will result also from the provision of the landing jetties at Douglas. Passengers by the steamers have now often to land and embark in boats, which inconvenience will be obviated when these landing jetties can be brought into operation, so as to admit the steamers alongside at all times of the tide.

Having now reviewed the eight enquiries submitted to me, it only remains that I give my opinion on the course that I advise to be pursued.

The question appears mainly to resolve itself into this, that unless the Harbour Commissioners are able to meet a much larger expenditure than proposed, the works should either be prosecuted by continuing the system that is being pursued, or they should be suspended altogether.

Breakwaters entirely of stone would, certainly, at the outset, cost twice as much as those constructed according to the system that is being pursued of stone and wood combined, and hence it would follow that, assuming the wood of the structures under consideration to last 15 years, and that this could then be renewed for a sum approximating to the first cost of the breakwaters themselves, it would be better, in an economical sense, after allowing for the requisite repairs, to face the smaller expenditure now, rather than incur the cost of structures wholly of stone.

This is probably taking the worst view of the desirability of the combined wood and stone breakwaters, and on the whole, therefore, and under all the circumstances of the case, I think it better to continue proceeding with them by adopting, generally, the system that is being pursued.

I beg, however, to add in conclusion that the question of the stability of these structures, when completed, has given me serious consideration.

This is a subject requiring, perhaps, for its proper solution, a more intimate knowledge of the force of the sea at those harbours, in great and exceptional

storms, than I possess; a knowledge which could only be ascertained by a longer residence in the Isle of Man than I have had; but I have taken much pains on this point, from an examination of the charts, which give the expanse of sea swept over by the prevalent winds, and from inquiries made on the spot, I am of opinion that, to ensure their stability it is necessary to use very much larger stone on the sea face of those structures, than that which was being used when I was there. I think if this be attended to, the breakwaters at Douglas, Peel, and Ramsey may be made to resist the seas they will be exposed to.

I have already expressed my opinion to Mr. Abernethy on this point, who says the use of larger stone was intended as the works progress, and that it will be enforced.

I have, &c.
(signed) *John Hawkshaw.*

W. W. Willink, Esq.,
Public Works Loan Office,
South Sea House, London.

PAPERS

RELATING TO

THE ISLE OF MAN.

(*Mr. William Ewart.*)

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	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
METALS:		*Lire. Cts.*		£ *s. d.*
Iron:				
Ore, dross from the forge, filings, and slag	—	Free	—	Free
Cast in masses, and old broken cast-iron articles	—	Free	—	Free
Old broken wrought iron	per 100 kilos.	1 15	per cwt.	0 0 $^{5}6^{1}$
Of the first fabrication, bars, rods, &c., of all forms and sizes	,,	5 75	,,	0 2 $4^{0}4$
Rails for railways	,,	1 15	,,	0 0 $5^{6}1$
Rolled into plates of 4 millimètres ($\frac{4}{25}$ of an inch), or above, in thickness	,,	5 75	,,	0 2 $4^{0}4$
,, ,, of less than 4 millimètres; also pipes	,,	9 25	,,	0 3 $9^{1}1$
Tin plates, unwrought	,,	9 25	,,	0 3 $9^{1}1$
Wire, less than 7 millimètres ($\frac{7}{25}$ of an inch) in thickness	,,	8 10	,,	0 3 $3^{5}0$
Steel:				
Bars and rods; also old broken articles	,,	13 85	,,	0 5 $7^{5}4$
Rolled, in sheets or plates	,,	15 85	,,	0 6 $5^{2}9$
Wire	,,	23 10	,,	0 9 $4^{6}6$
Copper, Brass, and Bronze:				
Ore	—	Free	—	Free
Filings	—	Free	—	Free
In cakes, rosettes, masses, &c., and old broken articles	per 100 kilos.	4 00	per cwt.	0 1 $7^{5}0$
Rolled	,,	9 25	,,	0 3 $9^{1}1$
Hammered, and wire	,,	12 00	,,	0 4 $10^{5}2$
Gilt or silvered, in ingots	,,	34 65	,,	0 14 1
,, ,, wire drawn upon thread or silk	,,	98 15	,,	1 19 $10^{6}8$
,, ,, hammered, drawn or rolled, including tinsel and spangles	,,	57 55	,,	1 3 $6^{1}5$
Zinc:				
Ore	—	Free	—	Free
Of first fusion, in masses, lumps, pigs, bars, or sheets; also old broken articles	—	Free	—	Free
Rolled	per 100 kilos.	4 00	per cwt.	0 1 $7^{5}0$
Lead:				
Ore	—	Free	—	Free
In cakes, and old broken lead	per 100 kilos.	0 50	per cwt.	0 0 $2^{4}4$
Hammered or rolled, to 1st Oct. 1864	,,	6 00	,,	0 2 $5^{2}6$
,, ,, from 1st Oct. 1864	,,	3 00	,,	0 1 $2^{6}4$
Mixed with antimony, in masses	,,	3 00	,,	0 1 $2^{6}4$
Old printing type	,,	3 00	,,	0 1 $2^{6}4$
Tin:				
Ore, and in cakes, pigs, bars, and old broken tin	—	Free	—	Free
Hammered, rolled, or tin foil	per 100 kilos.	6 00	per cwt.	0 2 $5^{2}6$
Cadmium, raw	—	Free	—	Free
Mercury, native	—	Free	—	Free
Bismuth	—	Free	—	Free

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
Metals—*continued.*		*Lire. Cts.*		£ *s.* *d.*
Antimony :				
Ore	—	Free	—	Free
Metallic or regulus	per 100 kilos.	6 00	per cwt.	0 2 5^{26}
Nickel	—	(Same duty as on Copper.)		
Alloyed with other metals (argentine), in ingots or rough masses	per 100 kilos.	4 00	per cwt.	0 1 7^{50}
Hammered, rolled, or drawn	,,	10 00	,,	0 4 0^{77}
Manganese, ore	—	Free	—	Free
Arsenic, metallic	—	Free	—	Free
Metal Wares.				
Of Cast Iron :				
Chairs for railways	per 100 kilos.	0 60	per cwt.	0 0 2^{22}
Articles polished, or turned, tinned, enamelled, or varnished, also ornamented with other metals	,,	4 60	,,	0 1 10^{42}
,, not polished or turned, &c.	,,	4 00	,,	0 1 7^{50}
Of Wrought Iron :				
Plain, of the second fabrication	,,	11 55	,,	0 4 8^{32}
Anchors, cannons, anvils, tilt-hammers, ploughshares	,,	8 00	,,	0 3 3^{01}
Other articles, ornamented with other metals	,,	13 85	,,	0 5 7^{54}
Tin plate, manufactured, also with small ornaments of other metals	,,	15 00	,,	0 6 1^{15}
Of Steel :				
Manufactured	,,	23 20	,,	0 9 5^{15}
Sewing needles	,,	57 75	,,	1 3 6^{15}
Metallic pens, other than gold or silver	,,	57 75	,,	1 3 6^{15}
Fish-hooks	,,	23 20	,,	0 9 5^{15}
Cutlery for arts and manufactures, and cutlery with the handles of common wood, not ornamented	,,	9 25	,,	0 3 9^{11}
,, ,, with the handles of any other material		(Pays as Mercery ; *see* page 9.)		
Instruments : surgical, mathematical, and chemical	,,	10 00	,,	0 4 0^{77}
Arms :				
Bayonets	,,	23 10	,,	0 9 4^{66}
Gun barrels	each	1 15	each	0 0 11^{04}
Pistol barrels	,,	0 40	,,	0 0 3^{84}
Muskets	,,	2 30	,,	0 1 10^{08}
Fowling-pieces	,,	3 45	,,	0 2 9^{12}
Pistols	,,	1 70	,,	0 1 4^{32}
Blades of sabres, common	per 100 kilos.	27 70	per cwt.	0 11 3^{07}
,, gilt or Damascus blades	each	0 50	each	0 0 4^{80}
Swords and sabres, with hilts of steel	,,	2 60	,,	0 2 0^{96}
,, ,, ,, of silver	,,	6 95	,,	0 5 6^{72}
,, ,, ,, ,, gilt	,,	10 40	,,	0 8 3^{84}
,, ,, ,, of other metals	,,	1 75	,,	0 1 4^{80}
,, ,, ,, ,, ,, gilt or silvered	,,	3 45	,,	0 2 9^{12}
Of Mixed Metals :				
Tools of steel, iron, or of steel and iron, for arts and agriculture	per 100 kilos.	9 25	per cwt.	0 3 9^{11}
Articles of cast and wrought iron	—	(According to the predominating material.)		
Wire gauze of steel or iron, to 1st Oct. 1864	,,	15 00	,,	0 6 1^{15}
,, ,, from 1st Oct. 1864	,,	10 00	,,	0 4 0^{77}
,, of copper or brass	,,	13 85	,,	0 5 7^{54}
Copper or brass, manufactured, not ironed, to 1st Oct. 1864	,,	23 00	,,	0 9 4^{18}
,, ,, ,, from 1st Oct. 1864	,,	20 00	,,	0 8 1^{54}
,, ,, ,, ironed	,,	17 30	,,	0 7 0^{36}
,, ,, ,, gilt or silvered	,,	100 00	,,	2 0 7^{70}

ARTICLES.	RATES OF DUTY. In Italian. Weight or Measure.	In Italian. Money.	In English. Weight or Measure.	In English. Money.
METAL WARES—*continued.*				
		Lire. Cts.		£ *s.* *d.*
Of Mixed Metals—*continued.*				
Bronze, cast into bells, cannons, and other coarse objects	per 100 kilos.	17 30	per cwt.	0 7 0^{36}
„ Other articles, not gilt	„	50 00	„	1 0 3^{85}
„ „ gilt	„	100 00	„	2 0 7^{70}
Of Zinc :				
Pipes and other coarse articles	„	6 95	„	0 2 10^{40}
All other articles	„	8 00	„	0 3 3^{01}
„ „ gilt	„	57 75	„	1 3 6^{15}
Of Lead :				
Wares of all sorts, to 1st Oct. 1864	„	6 00	„	0 2 5^{26}
„ „ from 1st Oct. 1864	„	3 00	„	0 1 2^{64}
Printing type, new	„	5 75	„	0 2 4^{04}
Of Tin :				
Kitchen utensils and other manufactures of tin, pure or mixed with antimony	„	17 30	„	0 7 0^{36}
Of Nickel :				
Articles of nickel mixed with copper or zinc	„	100 00	„	2 0 7^{70}
Plated wares of all sorts	„	100 00	„	2 0 7^{70}
Gilt or silvered wares not enumerated	„	100 00	„	2 0 7^{70}
Jewellery of gold, silver, platina, or other metals	—	5 °/₀ ad val.	—	5 °/₀ ad val.
Clocks and Watches :				
Watches : Simple, in gold cases	each	2 30	each	0 1 10^{08}
„ „ in cases of other metals	„	1 15	„	0 0 11^{04}
„ Repeaters and striking watches	„	4 60	„	0 3 8^{16}
Table clocks and chronometers	„	3 50	„	0 2 9^{60}
Musical boxes	„	3 00	„	0 2 4^{80}
Works of watches	„	0 35	„	0 0 3^{36}
„ of clocks and chronometers, &c.	per 100 kilos.	57 75	per cwt.	1 3 6^{15}
„ of striking clocks	„	23 10	„	0 9 4^{66}
Cases of pendulum clocks in alabaster, bronze, crystal, or wood	—	(Same duty as material of which made.)		
Parts of clocks, &c.	per 100 kilos.	57 75	per cwt.	1 3 6^{15}
MACHINES AND MACHINERY.				
Machines and machinery not enumerated	—	1 °/₀ ad val.	—	1 °/₀ ad val.
Note.—The Italian Government reserves to itself the power of levying specific rates upon machinery not enumerated, in lieu of the ad valorem rates above stated. Such specific rates, however, shall in no case exceed those established by the French tariff upon machinery.				
Detached parts of machines	—	(Same duty as on Machinery.)		
Combs for weaving and spindles	per 100 kilos.	5 75	per cwt.	0 2 4^{04}
Springs for carriages, &c.	„	15 00	„	0 6 1^{15}
Cards for carding and their accessories	„	5 75	„	0 2 4^{04}

ARTICLES.	RATES OF DUTY. In Italian. Weight or Measure.	In Italian. Money.	In English. Weight or Measure.	In English. Money.
		Lire. Cts.		£ *s.* *d.*
Gold leaf	per kilog.	9 25	per oz. troy	0 0 2^{76}
Silver leaf	„	4 60	„	0 0 1^{37}
Sugar, refined	per 100 kilos.	28 85	per cwt.	0 11 8^{70}
„ unrefined	„	20 80	„	0 8 5^{44}
„ molasses	„	6 95	„	0 2 10^{40}
Carriages and waggons for passengers	each	10 00 and 5 °/₀ ad val.	each	0 8 0 and 5 °/₀ ad val.
„ „ for merchandise	„	5 00 and 5 °/₀ ad val.	„	0 4 0 and 5 °/₀ ad val.
Hides and Leather, Unwrought and Wrought:				
Hides, raw	—	Free	—	Free
Patent and morocco leather	per 100 kilos.	80 00	per cwt.	1 12 6^{16}
Dyed sheepskin	„	45 00	„	0 18 3^{48}
Tanned hides, to 1st Jan. 1865	„	25 00	„	0 10 1^{92}
„ from 1st Jan. 1865	„	15 00	„	0 6 1^{15}
Otherwise prepared	„	15 00	„	0 6 1^{15}
Gloves	—	5 °/₀ ad val.	—	5 °/₀ ad val.
Leather wares of other kinds	per 100 kilos.	50 00	per cwt.	1 0 3^{85}
Wood and Wooden Wares:				
Casks, empty, new or old, hooped or not:				
With wooden hoops	—	Free	—	Free
With iron hoops	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Wooden hoops and clap-boards	—	Free	—	Free
Wood for building, rough, sawed, or squared	—	Free	—	Free
„ split for cases, boxes, sieves, &c.	—	Free	—	Free
Oars	—	Free	—	Free
Poles and perches	—	Free	—	Free
Furniture of common wood, varnished or lacquered, carved or not, also ornamented with metal, and stuffed or not	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Household articles and manufactures of wood	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Cabinet-makers' and Turners' small wares, of wood or ivory	—	(Pay duty as Mercery, p. 9.)		
Ships and boats	—	Free	—	Free
YARNS AND WOVEN FABRICS.				
Flax or Hemp:				
Rough or combed	—	Free	—	Free
Yarn, single, unbleached, washed or bleached	per 100 kilos.	11 55	per cwt.	0 4 8^{32}
„ „ „ dyed	„	23 10	„	0 9 4^{66}
„ twisted, unbleached, washed or bleached	„	23 10	„	0 9 4^{66}
„ „ „ dyed	„	34 65	„	0 14 1
Tissues, plain, of less than six threads in the warp in the space of five millimètres ($\frac{1}{5}$th of an inch), unbleached or bleached	„	23 10	„	0 9 4^{66}
„ „ of six threads and above in the warp in the space of five millimètres ($\frac{1}{5}$th of an inch), unbleached, bleached or mixed with white	„	57 75	„	1 3 6^{15}
Tissues, dyed or manufactured of dyed threads:				
Of less than six threads	„	38 00	„	0 15 5^{33}
Of six threads and above	„	90 00	„	1 16 6^{93}
Tissues, printed	per kilog.	1 15	„	2 6 8^{85}
Drills, cloths, damask, batiste, &c.	(Same as Tissues.)		(Same as Tissues.)	
Tulle and lace	per kilog.	9 25	per cwt.	18 15 11^{25}
Hosiery, haberdashery, and buttons	(Same as Tissues.)		(Same as Tissues.)	
Tapes and ribbons of thread, unbleached, bleached, or dyed	per kilog.	0 80	per cwt.	1 12 6^{16}

ARTICLES.	RATES OF DUTY. In Italian. Weight or Measure.	In Italian. Money.	In English. Weight or Measure.	In English. Money.
YARNS AND WOVEN FABRICS—*continued.*		*Lire. Cts.*		£ *s.* *d.*
Flax or Hemp—*continued.*				
Ready-made clothing, and articles not enumerated	(As the stuff of which chiefly composed.)			
Tissues of linen or hemp, mixed with wool or cotton	(According to the predominating material.)			
Carpeting	per kilog.	0 40	per cwt.	0 16 3^{08}
Haberdashery and ribbons of linen or hemp, mixed with india-rubber	per 100 kilos.	115 50	„	2 6 11^{29}
Jute:				
Yarns and tissues pay the duty fixed by the Belgo-French Treaty.				
Phormium tenax	(Same rates as on Linens.)			
Hair:				
Raw, of all kinds	—	Free	—	Free
Curled and cords	per 100 kilos.	3 00	per cwt.	0 1 2^{64}
Coarse manufactures	„	4 00	„	0 1 7^{50}
Tissues for sieves	„	25 00	„	0 10 1^{92}
„ for other purposes	„	40 00	„	0 16 3^{08}
Cotton:				
Cotton wool, or in masses	—	Free	—	Free
In sheets, carded or gummed (wadding)	per 100 kilos.	5 75	per cwt.	0 2 4^{04}
Yarns:				
Single, unbleached, under No. 45.	„	11 55	„	0 4 8^{32}
„ „ above No. 45.	„	23 10	„	0 9 4^{66}
Twisted, of all numbers	„	28 85	„	0 11 8^{70}
Bleached or dyed, of all kinds	„	34 65	„	0 14 1
Tissues:				
Unbleached or bleached	„	46 20	„	0 18 9^{33}
Dyed	„	69 30	„	1 8 1^{98}
Woven in colours	„	86 60	„	1 15 2^{35}
Printed	„	115 50	„	2 6 11^{29}
Embroidered with thread, wool, or cotton, also embroidered and variegated gauzes and muslins	„	232 00	„	4 14 3^{50}
Cotton velvet, of all kinds	„	85 00	„	1 14 6^{54}
Carpeting	„	23 10	„	0 9 4^{66}
Tulle, lace, and blonde	per kilog.	2 30	„	4 13 5^{75}
Ready-made clothing, and other articles not enumerated	(As the stuff of which chiefly composed.)			
Tissues of cotton mixed with linen or wool	(According to the predominating material.)			
Haberdashery and ribbons of cotton mixed with india-rubber	per 100 kilos.	115 50	per cwt.	2 6 11^{29}
Note.—The Italian Government reserves to itself the power of altering the duties on Cotton yarns and tissues. On yarns and tissues of inferior quality the duties will in no case exceed those fixed by the Conventional Tariff of France, and on those of superior quality 25 cents per kilogramme for yarns, and 90 cents per kilogramme for cloths.				
Wool:				
In masses, and waste wool	—	Free	—	Free
Dyed	per 100 kilos.	3 45	per cwt.	0 1 4^{84}
Yarns, of all kinds, not dyed	„	46 20	„	0 18 9^{33}
„ „ dyed	„	69 30	„	1 8 1^{98}
Tissues, until 1st Oct. 1864	—	15 % ad val.	—	15 % ad val.
„ from 1st Oct. 1864	—	10 % ad val.	—	10 % ad val.
Note.—The Importer has the option of paying, in lieu of the ad valorem duties above mentioned, a specific rate of 1 lira 60 cents per kilogramme, or £3 5*s.* 0*d.* per cwt., on declaring his choice at the time of entry.				

ARTICLES.	RATES OF DUTY. In Italian. Weight or Measure.	In Italian. Money.	In English. Weight or Measure.	In English. Money.
YARNS AND WOVEN FABRICS—*continued.*		*Lire. Cts.*		£ *s.* *d.*
Wool—*continued.*				
Felt for lining, soles and filters	per 100 kilos.	5 75	per cwt.	0 2 4^{04}
„ for hats	„	17 30	„	0 7 0^{36}
Blankets and counterpanes of flock wool, shreds, and cloth list	„	57 75	„	1 3 6^{15}
„ „ of all other kinds	per kilog.	0 80	„	1 12 6^{18}
Carpets	„	1 00	„	2 0 7^{70}
Hosiery and haberdashery	(Same duty as on Tissues.)			
Tapes and ribbons, pure, or mixed with cotton	per kilog.	2 30	per cwt.	4 13 5^{75}
Lace	„	2 30	„	4 13 5^{75}
Shawls, handkerchiefs, cravats, and other articles, by the piece:				
Of 50 francs or less in value	„	3 45	„	7 0 2^{57}
Of more than 50 francs in value, also mixed with silk or floss silk, or embroidered	„	3 45 and 5 °/₀ ad val.	„	7 0 2^{57} and 5 °/₀ ad val.
Ready-made clothing, and all other articles not enumerated, new	—	As the stuff of which chiefly composed.	—	As the stuff of which chiefly composed.
„ „ „ old	—	Half the duty on new.	—	Half the duty on new.
Note.—Yarns and tissues of doe, alpaca, vicuna, and mohair, will pay the same duty as yarns and tissues of wool, in whatever proportion they may be mixed. The tissues of wool and the other materials above mentioned, mixed with cotton or other filaments, pay the same duties as tissues of pure wool, provided the wool predominates in weight.				
Haberdashery and ribbons of wool mixed with india-rubber	per 100 kilos.	115 50	per cwt.	2 6 11^{22}
Silk:				
Silk in cocoons, raw or thrown	—	Free	—	Free
Floss silk or waste silk, in mass or twisted	—	Free	—	Free
Silk and floss silk, dyed:				
To 1st Oct. 1866	per kilog.	2 00	per lb.	0 0 8^{71}
From 1st Oct. 1866	—	Free	—	Free
Tissues of pure silk:				
To 1st Jan. 1865	per kilog.	9 00	per lb.	0 3 3^{21}
From 1st Jan. 1865 to 1st Jan. 1868	„	6 00	„	0 2 2^{14}
From 1st Jan. 1868	„	3 00	„	0 1 1^{07}
Tissues of floss silk, or of silk and floss silk:				
To 1st Jan. 1865	„	8 00	„	0 2 10^{85}
From 1st Jan. 1865 to 1st Jan. 1868	„	6 00	„	0 2 2^{14}
From 1st Jan. 1868	„	3 00	„	0 1 1^{07}
Tissues of silk mixed with other materials pay the duty of the predominating material, but when they contain more than 12 °/₀ and less than 50 °/₀ of silk or floss silk	„	3 00	„	0 1 1^{07}
Ribbons of silk or floss silk:				
Velvet:				
To 1st Jan. 1865	„	9 00	„	0 3 3^{21}
From 1st Jan. 1865 to 1st Jan. 1868	„	7 00	„	0 2 6^{42}
From 1st Jan. 1868	„	5 00	„	0 1 9^{78}
Other kinds:				
To 1st Jan. 1865	„	9 00	„	0 3 3^{21}
From 1st Jan. 1865	„	8 00	„	0 2 10^{85}
Mixed ribbons	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Foulards, unbleached, printed or dyed	per kilog.	3 00	per lb.	0 1 1^{07}
Hosiery, haberdashery, coverlids, and carpeting	(Same as Tissues.)		(Same as Tissues.)	
Tulle and lace	—	5 °/₀ ad val.	—	5 °/₀ ad val.
Tissues, haberdashery, and lace:				
Mixed with pure gold or silver	per kilog.	11 55	per lb.	0 4 2^{31}
„ false gold or silver	„	3 50	„	0 1 3^{25}
Haberdashery and ribbons of silk mixed with india-rubber	per 100 kilos.	115 50	per cwt.	2 6 11^{22}
Ready-made clothing and articles not enumerated	—	As the stuff of which chiefly composed.	—	As the stuff of which chiefly composed.

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
Chemical Products.		*Lire. Cts.*		£ *s.* *d.*
Iodine	per 100 kilos.	2 00	per cwt.	0 0 9^{76}
Bromine	,,	2 00	,,	0 0 9^{76}
Acids :				
Sulphuric	,,	1 00	,,	0 0 4^{88}
Nitric	,,	1 00	,,	0 0 4^{88}
Benzoic	—	Free	—	Free
Boracic	—	Free	—	Free
Gallic	—	Free	—	Free
Lime juice, orange juice, &c.	—	Free	—	Free
Zaffre and other combinations of cobalt	per 100 kilos.	1 00	per cwt.	0 0 4^{88}
Oxide :				
Of iron	,,	2 00	,,	0 0 9^{76}
Of zinc, grey or white	,,	2 00	,,	0 0 9^{76}
Of tin	,,	2 00	,,	0 0 9^{76}
Chloride of potassium	,,	2 00	,,	0 0 9^{76}
Carbonate of potash and vegetable ash	,,	0 50	,,	0 0 2^{44}
Nitrate of potash	—	Free	—	Free
Sulphate of potash	per 100 kilos.	0 50	per cwt.	0 0 2^{44}
Lees of wine	—	Free	—	Free
Borax, raw	—	Free	—	Free
Nitrate of soda	—	Free	—	Free
Kelp	—	Free	—	Free
Bone black and bones calcined white	per 100 kilos.	2 00	per cwt.	0 0 9^{76}
Phosphates, natural	—	Free	—	Free
Sulphate of magnesia	per 100 kilos.	1 00	per cwt.	0 0 4^{88}
Sulphuret of mercury	,,	1 00	,,	0 0 4^{88}
Carbonate of barytes	,,	2 00	,,	0 0 9^{76}
Sulphate of barytes	,,	1 00	,,	0 0 4^{88}
Sulphate of iron, of manganese, of copper, and of zinc, and double sulphate of iron and of copper, called vitriol of Admonde and of Salzbourg	,,	2 00	,,	0 0 9^{76}
Sulphate of alumina, potash, or alum, of all kinds	,,	0 50	,,	0 0 2^{44}
Garancine	,,	2 00	,,	0 0 9^{76}
Acetate of iron, lead, copper, and aluminium, pyrolignite of aluminium	,,	1 00	,,	0 0 4^{88}
Turmeric in powder	—	Free	—	Free
Maurelle (rags, blue, for dyeing)	—	Free	—	Free
Stil de grain	—	Free	—	Free
Kermes in grains and powder (animal)	per 100 kilos.	2 00	per cwt.	0 0 9^{76}
Oxide of lead	,,	2 00	,,	0 0 9^{76}
Oxalic acid	,,	8 00	,,	0 3 3^{01}
Oleic acid	,,	5 00	,,	0 2 0^{38}
Prussiate of potash, red or yellow	,,	10 00	,,	0 4 0^{77}
Hydrochloric acid (muriatic acid)	,,	2 00	,,	0 0 9^{76}
Sea salt or chloride of sodium	—	Prohibited as an article of fiscal monopoly.	—	Prohibited as an article of fiscal monopoly.
Gem salt, fossil and crystal	per 100 kilos.	40 00	per cwt.	0 16 3^{08}

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
		Lire. Cts.		£ *s.* *d.*
CHEMICAL PRODUCTS—*continued.*				
Soda, artificial	per 100 kilos.	0 50	per cwt.	0 0 2.44
Soda, carbonate, of all kinds	,,	0 50	,,	0 0 2.44
Sulphate of soda	,,	1 00	,,	0 0 4.88
Chloride of lime	,,	2 00	,,	0 0 9.76
Chloride of soda and manganese	,,	2 00	,,	0 0 9.76
Soap, common and scented	,,	6 00	,,	0 2 5.26
Colours, not enumerated, in paste or cakes	,,	4 00	,,	0 1 7.50
Stearic acid	,,	5 00	,,	0 2 0.38
Glue	,,	10 00	,,	0 4 0.77
Varnish, of all kinds	,,	10 00	,,	0 4 0.77
Orchilla dyes, of all kinds	,,	2 00	,,	0 0 9.76
Roots and woods for dyeing and tanning, not enumerated, ground or not	,,	4 00	,,	0 1 7.50
Chemical products, not enumerated, including acids	,,	4 00	,,	0 1 7.50
GLASS AND CRYSTAL WARE.				
Plate glass, rough	,,	8 00	,,	0 3 3.01
,, polished, not silvered	,,	15 00	,,	0 6 1.15
,, polished and silvered	,,	25 00	,,	0 10 1.92
Articles of crystal, plain or cast, not coloured or cut	,,	12 00	,,	0 4 10.52
,, ,, coloured, engraved, or cut	,,	15 00	,,	0 6 1.15
Articles of glass, plain or cast, not coloured or cut:				
To 1st Oct. 1864	,,	6 00	,,	0 2 5.26
From 1st Oct. 1864	,,	5 00	,,	0 2 0.38
,, ,, coloured, engraved, or cut:				
To 1st Oct. 1864	,,	8 00	,,	0 3 3.01
From 1st Oct. 1864	,,	7 00	,,	0 2 10.63
Window glass:				
To 1st Oct. 1864	,,	7 00	,,	0 2 10.63
From 1st Oct. 1864	,,	5 00	,,	0 2 0.38
Bottles, of all kinds	,,	2 00	,,	0 0 9.76
Broken glass and cullet	—	Free	—	Free
Rock crystal, rough or worked	—	Free	—	Free
EARTHENWARE AND POTTERY.				
Common ware of earth; or stoneware:				
Bricks and tiles, unglazed	—	Free	—	Free
Drainage and other pipes	—	Free	—	Free
Glazed tiles	per 100 kilos.	0 90	per cwt.	0 0 4.39
Crucibles, oil jars, stoves plain or ornamented with china, also other coarse wares	,,	1 15	,,	0 0 5.61
Pottery and stoneware	,,	3 45	,,	0 1 4.84
Fine earthenware and stoneware:				
Paving tiles	,,	2 00	,,	0 0 9.76
Wares of all kinds, white	,,	8 00	,,	0 3 3.01
Articles, gilt, painted, or coloured	,,	12 00	,,	0 4 10.52
Porcelain:				
White, to 1st Oct. 1864	,,	15 00	,,	0 6 1.15
,, from 1st Oct. 1864	,,	12 00	,,	0 4 10.52
Gilt, painted, or coloured	,,	25 00	,,	0 10 1.92

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
Paper and Paper Wares.		*Lire. Cts.*		£ *s.* *d.*
Paper, white, and made of coloured paste, of all qualities	per 100 kilos.	10 00	per cwt.	0 4 0^{77}
„ painted and gilt, and paper hangings	„	25 00	„	0 10 1^{92}
„ common, for wrappers and waste-books	„	8 00	„	0 3 3^{01}
Cardboard, of all kinds	„	8 00	„	0 3 3^{01}
Books in Italian, or in other languages, dead or foreign	—	Free	—	Free
„ bound in velvet, &c.	per kilog.	1 00	per cwt.	2 0 7^{70}
Engravings, lithographs, and labels	—	Free	—	Free
Maps	—	Free	—	Free
Music, engraved	per 100 kilos.	15 00	per cwt.	0 6 1^{15}
Various Articles.				
Artificial flowers and their accessories	per kilog.	5 00 and 5 °/₀ ad val.	„	10 3 2^{50} and 5 °/₀ ad val.
Modes	„	5 00 and 5 °/₀ ad val.	„	10 3 2^{50} and 5 °/₀ ad val.
Straw plait, of all kinds	per 100 kilos.	5 00	„	0 2 0^{38}
„ for ropes	„	2 00	„	0 0 9^{70}
Straw hats	—	Free	—	Free
Mercery, common, of wood	per 100 kilos.	40 00	per cwt.	0 16 3^{08}
„ „ of other materials	„	50 00	„	1 0 3^{85}
„ fine	„	100 00	„	2 0 7^{70}
Note.—Buttons and brushmakers' wares pay as Mercery.				
Instruments, musical:				
Organs for churches	„	10 00	„	0 4 0^{77}
Moveable organs	each	4 00	„	0 3 2^{40}
Pianos	„	7 00 and 5 °/₀ ad val.	„	0 5 7^{20} and 5 °/₀ ad val.
Other kinds	„	0 50	„	0 0 4^{80}
Pins	per 100 kilos.	50 00	„	1 0 3^{85}
India-rubber and gutta-percha, manufactured	„	28 85	„	0 11 8^{70}
„ haberdashery, ribbons, &c.	„	115 50	„	2 6 11^{29}
„ spun into straps for machines and mechanical instruments	„	4 60	„	0 1 10^{42}
Oil-cloth for packing, for furniture, hangings, and other purposes	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Sealing-wax	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Ink for writing or printing	per 100 kilos.	11 55	per cwt.	0 4 8^{32}
Blacking of all kinds	„	4 00	„	0 1 7^{50}
Fishing-nets	„	15 85	„	0 6 5^{29}
Fish:				
Fresh-water fish, fresh	—	Free	—	Free
„ salted	per 100 kilos.	4 60	per cwt.	0 1 10^{42}
Sea-fish, fresh, dried, salted, or smoked	„	4 60	„	0 1 10^{42}
„ pickled or preserved in oil	„	10 00	„	0 4 0^{77}
Spices, prepared (sauces)	„	25 00	„	0 10 2
Cheese, hard	„	4 00	„	0 1 7^{50}
„ soft	„	3 00	„	0 1 2^{64}
Beer	per hectolitre	2 00 in addition to the internal tax.	per 22 galls.	0 1 7^{20} in addition to the internal tax.
Cider	„	3 30	„	0 2 7^{68}

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
VARIOUS ARTICLES—*continued.*		*Lire. Cts.*		£ *s.* *d.*
Brandy and alcohol in casks, plain, of 22 degrees or below	per hectolitre	5 50	per 22 galls.	0 4 4^{80}
„ „ „ „ above 22 degrees	„	10 00	„	0 8 0
„ „ „ compound (liqueurs)	„	15 00	„	0 12 0
„ „ in bottles, plain	per bouteille	0 10	per bottle	0 0 0^{96}
„ „ „ compound	„	0 15	„	0 0 1^{44}
Pens, quill, prepared or not	—	Free	—	Free
Feathers for beds, of all kinds, down, &c.	per 100 kilos.	11 55	per cwt.	0 4 8^{32}
Wax, raw, yellow, white, and manufactured	—	3 °/₀ ad val.	—	3 °/₀ ad val.
Milk	—	Free	—	Free
Butter, fresh or melted	—	Free	—	Free
„ salted	per 100 kilos.	2 00	per cwt.	0 0 9^{75}
Honey	„	5 00	„	0 2 0^{38}
Clippings of skins, &c.	—	Free	—	Free
Fat, of fish	per 100 kilos.	5 75	per cwt.	0 2 4^{04}
„ of all other kinds, and refuse grease of skins	„	1 00	„	0 0 4^{87}
Spermaceti	„	2 00	„	0 0 9^{75}
Whalebone, rough	—	Free	—	Free
Dog-fish skin	—	Free	—	Free
Coral, rough, cut, but not mounted	—	Free	—	Free
Drugs: Cantharides dried, civet, musk, castoreum, ambergris, fruits for distilling, storax, styrax, sarcocolla, kino, and other dried vegetable juices, medicinal roots of all kinds, herbs, flowers, leaves, and barks, agaric (amadou), mineral kermes, extract of quinine, camphor, raw and refined, praiss, and green aniseed	per 100 kilos.	2 00	per cwt.	0 0 9^{75}
Sponges, common	„	20 00	„	0 8 1^{54}
„ fine	„	50 00	„	1 0 3^{85}
Bones and hoofs of cattle, and wolves' teeth	—	Free	—	Free
Horns of cattle, rough	—	Free	—	Free
„ prepared	per 100 kilos.	3 00	per cwt.	0 1 2^{64}
Resins, common	„	1 00	„	0 0 4^{87}
„ „ purified	„	2 00	„	0 0 9^{75}
„ exotic, gum resins, and balsams	„	2 00	„	0 0 9^{75}
Liquorice juice	„	4 00	„	0 1 7^{50}
Cork, rough	—	Free	—	Free
„ manufactured	per 100 kilos.	10 00	per cwt.	0 4 0^{77}
Dyewoods, rough or ground	—	Free	—	Free
Canes and reeds, rough	—	Free	—	Free
Bark for tanning, all sorts, ground or not	—	Free	—	Free
Shumac, ground	—	Free	—	Free
Beet-root	—	Free	—	Free
Potatoes	—	Free	—	Free
Hops	per 100 kilos.	2 50	per cwt.	0 1 0^{19}
Seeds for sowing	—	Free	—	Free
Fruits and grain, oleaginous	—	Free	—	Free
Green fruits for the table	—	Free	—	Free
Oranges, lemons, &c.	—	Free	—	Free
Fruits, dried and pressed	per 100 kilos.	8 00	per cwt.	0 3 3^{01}
„ preserved, gherkins and cucumbers	„	8 00	„	0 3 3^{01}
Olives, picholines, and capers	„	8 00	„	0 3 3^{01}

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
		Lire. Cts.		£ *s. d.*
VARIOUS ARTICLES—*continued.*				
Vegetables, salted or preserved in vinegar	per 100 kilos.	3 00	per cwt.	0 1 2^{64}
Chicory root, green	,,	0 25	,,	0 0 1^{21}
,, dried	,,	1 00	,,	0 0 4^{87}
Alkaline plants	—	Free	—	Free
Marble and alabaster, of all sorts:				
Rough from the quarry, squared, rough hewn, and pulverized	—	Free	—	Free
Sawn into slabs of 16 centimètres ($6\frac{1}{4}$ inches) or more in thickness	per 100 kilos.	1 00	per cwt.	0 0 4^{87}
Sawn in any other way, carved, moulded, or polished	,,	1 50	,,	0 0 7^{31}
Paving and other stones for building, rough cut or sawn	—	Free	—	Free
,, ,, sculptured or polished	per 100 kilos.	0 50	per cwt.	0 0 2^{44}
Half precious stones, of all sorts	—	Free	—	Free
Agates and such-like stones, worked	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Millstones, grindstones, and sharpening stones	—	Free	—	Free
Slate	—	Free	—	Free
Lime and plaster	—	Free	—	Free
Graphite and plombagine	—	Free	—	Free
Pencils, slate, sawn or cut	per 100 kilos.	1 00	per cwt.	0 0 4^{87}
,, others, with wooden cases	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Perfumery	—	10 °/₀ ad val.	—	10 °/₀ ad val.
Mustard seed	—	Free	—	Free
,, liquid or made up	per 100 kilos.	5 00	per cwt.	0 2 0^{38}
Chicory, roasted or ground	,,	5 00	,,	0 2 0^{38}
Candles, of all sorts:				
Of wax	—	Same duty as on wax manufactured.	—	Same duty as on wax manufactured.
Of stearine	per 100 kilos.	10 00	per cwt.	0 4 0^{77}
Of tallow	,,	5 00	,,	0 2 0^{38}
Isinglass	,,	11 50	,,	0 4 8^{08}
Extract of meat	—	Free	—	Free
Chocolate and cocoa, simply bruised	per 100 kilos.	35 00	per cwt.	0 14 2^{69}
Mineral waters (bottles and jars not included)	—	Free	—	Free
Objects for collection, but not for commerce	—	Free	—	Free
Statues, modern, in marble or stone	—	Free	—	Free
,, in metal, of at least life size	—	Free	—	Free
Toys	per 100 kilos.	40 00	per cwt.	0 16 3^{08}
Basket work, coarse	,,	5 00	,,	0 2 0^{38}
,, fine	,,	20 00	,,	0 8 1^{54}
,, of rushes	,,	2 00	,,	0 0 9^{75}
Parasols and umbrellas:				
Of silk	each	1 00	each	0 0 9^{60}
Of other material	,,	0 50	,,	0 0 4^{80}
Parts thereof	per 100 kilos.	20 00	per cwt.	0 8 1^{54}
Brooms, common	—	Free	—	Free
Oak and walnut wood	—	Free	—	Free
Bitumen, of all kinds	—	Free	—	Free
Starch	per 100 kilos.	1 50	per cwt.	0 0 7^{31}
Sulphur, rough, purified, or sublimated	—	Free	—	Free

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
Various Articles—*continued.*		*Lire. Cts.*		£ *s.* *d.*
Oil, fine, of olives	per 100 kilos.	3 00	per cwt.	0 1 2^{64}
„ of sesamum, earth-nut, and poppy, and others not especially enumerated for burning, or for food	„	6 00	„	0 2 5^{26}
„ of hemp seed, flax seed, cocoa-nut, common nut, fish, and others not used for food, or for burning	„	5 75	„	0 2 4^{04}
Essences, volatile, of oranges, &c.	—	Free	—	Free
Playing cards	the pack	0 20	the pack	0 0 1^{92}
Tarots	each game	0 40	each game	0 0 3^{85}
Cords and cables	per 100 kilos.	3 00	per cwt.	0 1 2^{64}
Rice in grain	—	Free	—	Free
Italian paste	—	Free	—	Free
Leeches	—	Free	—	Free
Mushrooms and truffles	—	Free	—	Free
Game	—	Free	—	Free
Fresh meat	—	Free	—	Free
Poultry	—	Free	—	Free
Manna	per 100 kilos.	2 00	per cwt.	0 0 9^{75}
Mules and Mulets	per head	5 00	per head	0 4 0
Eau de la Chatreuse	—	Free	—	Free
Liquorice root	—	Free	—	Free

Note.—As regards Articles rated at a specific duty in Italy, and at an ad valorem duty in France, the Italian Government reserves to itself the power of substituting for such specific rates, ad valorem duties, which shall not exceed those levied by France on the respective articles. This reservation does not, however, apply to woollen tissues.

EXPORT DUTIES.

ARTICLES.	RATES OF DUTY.			
	In Italian.		In English.	
	Weight or Measure.	Money.	Weight or Measure.	Money.
		Lire. Cts.		£ *s.* *d.*
Charcoal	—	Free	—	Free
Firewood	—	Free	—	Free
Wood of all kinds, rough, squared or sawn, or manufactured	—	Free	—	Free
Arms of all kinds	—	Free	—	Free
Olive Oil	per 100 kilos.	1 00	per cwt.	0 0 4^{87}
Sulphur, raw	„	1 00	„	0 0 4^{87}

Statistical Department, Board of Trade,
March 1864.

A. W. FONBLANQUE.

NEW ITALIAN TARIFF.

RATES of CUSTOMS DUTIES LEVIED in the KINGDOM of ITALY upon VARIOUS ARTICLES of BRITISH PRODUCE IMPORTED from the UNITED KINGDOM, and upon VARIOUS ARTICLES of ITALIAN PRODUCE EXPORTED to the UNITED KINGDOM, in ITALIAN or ENGLISH VESSELS, under ARTICLE 2. of TREATY OF COMMERCE AND NAVIGATION, signed at Turin 6th of August 1863.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

1864.

JOINT STOCK COMPANIES.

RETURN to an Order of the Honourable The House of Commons, dated 6 June 1864;—*for*,

RETURN "of all JOINT STOCK COMPANIES having SPECIAL ACTS of PARLIAMENT, and which are REGISTERED at the OFFICE of the REGISTRAR OF JOINT STOCK COMPANIES, specifying the Date of such Registration, and the Act and Chapter under which such Registration was made."

1.—REGISTERED under the JOINT STOCK COMPANIES ACT, 1856 (19 & 20 Vict. c. 47).

	NAME OF THE COMPANY.	Date of Registration.
1	European and Indian Junction Telegraph Company, Limited	13 August 1856
2	Stourbridge Waterworks Company, Limited	26 „ „
3	Chester United Gas Company, Limited	1 Sept. „
4	Uxbridge and Hillingdon Gas Consumers' Company	5 „ „
5	Stratford-upon-Avon Railway Company, Limited	8 „ „
6	Haslingden Gas Light and Coke Company	16 „ „
7	Patent Solid Sewage Manure Company, Limited	22 „ „
8	Mirfield Gas Light Company, Limited	9 October „
9	Chepstow Gas and Coke Consumers' Company, Limited	14 „ „
10	Atlantic Telegraph Company, Limited	21 „ „
11	Crystal Palace District Gas Company	23 „ „
12	Sowerby Bridge Gas Company	27 „ „
13	Wellington Waterworks Company	28 „ „
14	Tottenham and Edmonton Gas Light and Coke Company	29 „ „
15	South Shields Gas Company	31 „ „
16	Gravesend and Milton Gas Light Company	7 November „
17	Widness Gas and Water Company, Limited	18 „ „
18	Brompton and Gillingham Consumers' Waterworks Company, Limited	9 December „
19	Oude Railway Company, Limited	30 „ „
20	Madras Irrigation and Canal Company, Limited	14 March 1857
21	Great Southern of India Railway Company, Limited	27 „ „

2.—REGISTERED under the JOINT STOCK COMPANIES ACTS, 1856, 1857 (19 & 20 Vict. c. 49, and 20 & 21 Vict. c. 14.)

22	Droylsden New Gas Company, Limited	7 Sept. 1857
23	Clausseu's Patent Flax Company	22 June 1858
24	Red Sea and Indian Telegraph Company, Limited	2 August „
25	Liverpool New Exchange Buildings Company, Limited	24 „ „
26	Witney Railway Company, Limited	22 December „
27	Whitworth Vale Gas Company, Limited	25 March 1859
28	Universal Private Telegraph Company, Limited	20 Sept. 1860
29	Leyland and Farington Gas Company, Limited	28 May 1862

E. C. Curzon, Registrar.

JOINT STOCK COMPANIES.

RETURN of all Joint Stock Companies having Special Acts of Parliament, and which are Registered at the Office of the Registrar of Joint Stock Companies; specifying the Date of such Registration, and the Act and Chapter under which such Registration was made.

(*Mr. Darby Griffith.*)

Ordered, by The House of Commons, *to be Printed,*
27 *June* 1864.

JOINT STOCK COMPANIES.

RETURN to an Order of the Honourable The House of Commons, dated 5 April 1864;—*for*,

RETURNS "of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed or Registered since the passing of the Act 18 & 19 Vict. c. 133; and also the Number of Shareholders in each of the said Companies, according to the last Return, and whether still in Operation, or being Wound up:"

"And, of the Total Number of COMPANIES Registered in the City of *London*, or within Four Miles of the General Post Office."

(*Mr. Finlay.*)

Ordered, by The House of Commons, *to be Printed*,
1 *July* 1864.

RETURNS of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed or Registered since the passing of the Act 18 & 19 Vict. c. 133; and also the Number of Shareholders in each of the said Companies, according to the last Return, and whether still in Operation, or being Wound up:—And, of the Total Number of COMPANIES Registered in the City of *London*, or within Four Miles of the General Post Office.

IN ENGLAND:

COMPANIES Registered under the Act 18 & 19 Vict. c. 133.

N.B.—There were Forty-three Companies Registered under this Act. They were all subsequently Re-registered under the Joint Stock Companies Acts, 1856, 1857; and as their Names, &c. will be found in the following List of Companies Registered under those Acts, they are not entered under this heading.

I.—COMPANIES Formed and Registered under the Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857:			1856:			£.			£. s. d.	£. s. d.		
1	National Savings Bank Association (Limited).	Receiving and lending money -	50, King William-street, London.	17 July -	7	605	100,000	100,000	26,644	1 – –	15,088 18 2	1,020	Still in operation.
2	Ruabon Coal Company (Limited).	Working the Ruabon Collieries	Wharf-road, Paddington	21 July -	7	574	65,000	{ 1,000 600	1,000 597	40 – – 20 – –	40,000 – – 11,940 – –	} 70	- ditto.
3	West Ham Distillery Company (Limited).	Distilling spirits - - -	19, Gresham - street, London.	26 July -	7	275	200,000	20,000	16,100	4 – –	31,850 – –	118	No longer in operation.
4	British Hong Kong and North and South Wales Tea Company (Limited).	Sale of teas, coffees, drugs, and groceries.	16, St. Mary-at-Hill, London.	28 July -	7	500	20,000	2,000	1,006	10 – –	6,156 1 9	32	Wound up.
5	Shropshire Blackwood Mining Company (Limited).	Mining - - - - - -	Church Stretton, Salop	28 July -	8	88	1,000	200	102	1 1 –	70 10 –	15	- ditto.
6	Economic Funeral Company (Limited).	Conducting funerals - -	21, New Bridge-street, Blackfriars.	29 July -	7	530	30,000	3,000	530	10 – –	5,300 – –	9	Still in operation.
7	Timber Bending Patents Company (Limited).	Working patents for bending timber.	80, London-wall - -	30 July -	7	5,020	100,000	20,000	5,020	No return	No return -	7	No longer in operation.
8	Rhydydefed Colliery Company (Limited).	Mining for coal - - -	11, Staples Inn, London	23 July	7	528	20,000	2,000	1,974	10 – –	19,732 – –	36	Wound up.
9	Saltash Waterman's Steam Packet Company (Limited).	Conveyance of passengers and goods.	Not stated - - -	30 July -	7	27	2,000	400	257	5 – –	1,250 1 –	83	No longer in operation.
10	London Wine Company (Limited).	Purchase and sale of wines -	43, Lime-street, City -	1 Aug. -	7	280	30,000	3,000	1,429	9 – –	11,465 12 3	81	Dissolved.
11	General Pawnbrokerage Company (Limited).	Carrying on the business of pawnbrokers.	481, Oxford-street, London.	5 Aug. -	7	115	100,000	20,000	720	2 10 –	1,475 – –	17	- ditto.
12	Company of Proprietors of the Royal Consolidated Copper Mines of San Fernando, Cuba (Limited).	Mining for copper in the island of Cuba.	Gresham House, Old Broad-street, City.	29 July -	8	80	400,000	40,000	39,000	10 – –	388,450 – –	84	- ditto.

13	Huntingdon and Godmanchester Gas and Coke Company (Limited).	Purchasing and working the Huntingdon Gas Works.	Gas Works, Huntingdon	8 Aug.	7	140	10,000	1,000	140	7 10 –	5,057 10	21	Still in operation.
14	Newnham Gaslight and Coke Company (Limited).	Supplying Newnham with gas	Gas Works, Newnham	7 Aug.	26	65	1,400	70	70	20 – –	1,400 – –	17	- ditto.
15	Hultsdorf Mills Company, Ceylon (Limited).	Working the Hultsdorf Mills at Colombo, Ceylon.	8, Austin Friars, London.	8 Aug.	7	900	100,000	10,000	7,255	9 – –	65,295 – –	53	Wound up.
16	Esgair Llee Mine Company (Limited).	Working the Esgair Llee Mine	1, St. Stephen-street, Bristol.	7 Aug.	8	1,024	10,240	1,024	1,024	No return	No return	8	No longer in operation.
17	Llynmalees Mine Company (Limited).	Working the Llynmalees Mine	1, St. Stephen-street, Bristol.	7 Aug.	8	1,280	12,800	1,280	1,280	- ditto	- ditto	8	- ditto.
18	General Cooperage Company, Hamilton's Patents (Limited).	Making casks and staves under Hamilton's Patents.	Globe Wharf, Mile-end-road, Middlesex.	8 Aug.	7	2,805	50,000	5,000	2,805	- ditto	- ditto	7	Dissolved.
19	St. James' Hall Company (Limited).	Erecting halls, &c., for musical and other entertainments.	28, Piccadilly	9 Aug.	7	400	50,000	*4,000 †1,000	2,419 937	10 – –	33,560 – –	105	Still in operation.
20	British Empire Shipping Company (Limited).	Sailing the "British Empire Ship," &c.	20, Water-street, and 30, Chapel-street, Liverpool.	11 Aug.	8	2,325	40,000	4,000	4,000	6 10 –	26,487 10 –	21	No longer in operation.
21	Costa Rica Railway Company (Limited).	Railway in Costa Rica, in Central America.	1, Rumford-place, Liverpool.	12 Aug.	7	500	14,000	1,400	1,400	10 – –	14,000 – –	43	Dissolved.
22	European and Indian Junction Telegraph Company (Limited).	Establishing telegraphic communication.	Gresham House, Old Broad-street, London	13 Aug.	7	700	200,000	20,000	700	No return	No return	7	Terminated by Act of Parliament, and another Company substituted for it.
23	Haltwhistle Gaslight Company (Limited).	Supplying Haltwhistle with gas	Haltwhistle	13 Aug.	8	47	1,200	240	240	5 – –	1,200 – –	43	Still in operation.
24	Flax Mills Company (Limited).	Establishing flax mills	28, Parliament-street, Westminster.	13 Aug.	7	170	100,000	5,000	363	1 – –	363 – –	24	- ditto.
25	Banbury Water Company (Limited).	Supplying Banbury with water	52, High-street, Banbury.	15 Aug.	9	165	16,000	1,600	1,161	10 – –	11,590 – –	138	- ditto.
26	Old Park Iron Company (Limited).	Working coal and iron mines	St. Peter's Chambers, Cornhill.	15 Aug.	21	4,405	100,000	5,000	4,800	20 – –	96,000 – –	21	- ditto.
27	Colosseum of Science and Art Company (Limited).	To purchase or rent the Colosseum in the Regent's Park, and use the same for the purposes of exhibition, &c.	Colosseum, St. Andrew's-place, Regent's Park.	20 Aug.	7	52	10,000	1,000	196	2 – –	392 – –	29	Dissolved.
28	Steam Engine Thrashing Machine Company (Limited).	Thrashing corn, and for all other agricultural purposes.	11, North-street, Exeter	20 Aug.	10	18	3,000	120	64 54	20 – – 25 – –	2,630 – –	71	- ditto.
29	Hertford Gaslight and Coke Company (Limited).	Manufacturing gas	Gas Works, Hertford	21 Aug.	49	599	13,000	1,300	1,300	8 – –	10,400 – –	97	Still in operation.
30	National Deodorising and Manure Company (Limited).	The manufacture and sale of deodorising materials, and manufacturing manures.	46, Moorgate-street, London.	21 Aug.	8	140	10,000	1,000	140	No return	No return	8	Wound up.
31	Brenkburne Iron Company (Limited).	Purchasing, acquiring, and working the mines on the Brenkburne and Brenkhenge Estates in the county of Northumberland.	3, Warwick-street, Charing-cross.	21 Aug.	10	2,135	60,000	3,000	3,000	20 – –	57,154 6 –	37	Still in operation.
32	General Credit Company (Limited).	Lending money	Corner of Upper Charles-street, Goswell-street	22 Aug.	12	610	50,000	5,000	2,000 1,613	5 – – 4 – –	16,452 – –	88	- ditto.
33	Berwick Corn Exchange Company (Limited).	Erecting a corn exchange, with reading-rooms, &c., at Berwick-upon-Tweed.	Sandgate-street, Berwick.	22 Aug.	61	118	4,000	400	350	10 – –	3,485 – –	156	- ditto.
34	Shaeffer's Patent Oil Grease Company (Limited).	Working patents for improvements in the treatment of the waste wash waters of wool and other mills.	Bramley, in the County of York.	23 Aug.	8	1,684	25,000	2,500	2,000	10 – –	20,000 – –	13	Dissolved.
35	National Advance and Deposit Company (Limited).	Lending money and discounting bills.	35, Old Jewry, London	25 Aug.	9	1,100	250,000	25,000	1,100	No return	No return	9	Wound up.

* Ordinary. † Preference.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
36	Mount Gabriel Mineral Company (Limited).	Mining in the barony of West Carbury, in the county of Cork.	22, Savage-gardens, Tower-hill, London.	25 Aug. -	8	530	10,000	1,000	1,000	10 - -	7,315 2 6	8	Still in operation.
37	British Portable Gas Apparatus Company (Limited).	The manufacture and sale of machinery under a certain patent for improvements in the manufacture of gas.	2, Bond-place, Leeds -	25 Aug. -	8	470	40,000	4,000	2,720 1,000	3 - - 10 - -	17,125 - -	30	- ditto.
38	British Steam Fisheries Company (Limited).	The further development of sea fisheries by the use of welled steam-vessels.	14, Cornhill, London -	26 Aug. -	7	7	100,000	10,000	478 3	10 - - 4 - -	4,732 - -	26	Dissolved.
39	Quartz Reduction Company (Limited).	To purchase all the property, &c. of the Agria Fria Gold Mining Company, and to carry on the business of quartz-crushing in California.	3, Old Broad-street, London.	26 Aug. -	8	11,903	50,000	50,000	43,216	1 - -	43,090 10 -	341	- ditto.
40	Shipping Record Company (Limited).	Publishing a newspaper - -	1, Hammond-court, Mincing-lane, London.	27 Aug. -	7	39	2,000	200	39	No return	No return -	7	No longer in operation.
41	Unity Loan and Investment Company (Limited).	Lending money - - -	Barlow's-court, Market-street, Manchester.	27 Aug. -	7	70	10,000	1,000	163	10 - -	761 15 -	15	Still in operation.
42	Bradford Retail Grocers Company (Limited).	Carrying on the business of wholesale grocers.	33, Union-street, Bradford.	29 Aug. -	8	35	25,000	5,000	35	No return	No return -	8	Dissolved.
43	Chester United Gas Company (Limited).	Lighting Chester and its neighbourhood with gas.	Not stated - - -	1 Sept. -	23	3,239	50,000	5,000	5,000	10 - -	48,700 - -	70	Dissolved by Act of Parliament, and new Company incorporated in its place.
44	Weedon Gaslight, Coke, and Coal Company (Limited).	Supplying Weedon Beck, in the county of Northampton, with gas, coal, &c.	Weedon Beck, Northampton.	1 Sept. -	10	116	5,200	400	400 400	10 - - 1 10 -	4,600 - -	46	Still in operation.
45	Lyme Cordage, Sacking, and Sailcloth Company (Limited).	Manufacture of sacking and sailcloth.	Lyme Regis, Dorset -	2 Sept. -	7	330	15,000	3,000	427	5 - -	2,135 - -	15	Wound up.
46	Householders' Coal Company (Limited).	Working collieries in the Forest of Dean, and selling coal.	Not stated - - -	2 Sept. -	7	70	50,000	50,000	Nil	Nil	Nil	7	No longer in operation.
47	Pauklibanon Furnishing Ironmongery Company (Limited).	Carrying on the business of furnishing ironmongers.	58, Baker-street, Portman-square, Middlesex.	3 Sept. -	7	80	20,000	200	100	100 - -	10,000 - -	8	Still in operation.
48	Telegraph Works Company (Limited).	The construction, supply, and maintenance of telegraph works and stores in Great Britain and abroad.	41, Charing-cross, Middlesex.	3 Sept. -	7	365	200,000	20,000	365	No return	No return -	7	No longer in operation.
49	Maresfield Patent Gunpowder Company (Limited).	Manufacture and sale of gunpowder and other explosive substances.	37, King William-street, London Bridge, London.	6 Sept. -	7	80	20,000	80	80	250 - -	20,000 - -	12	Dissolved.
50	British and Colonial Agency Company (Limited).	To transact business on the principle of commission and agency.	3, Lothbury, in the City of London.	8 Sept. -	7	755	25,000	5,000	755	No return	No return -	7	- ditto.

51	Burley-in-Wharfedale Gas Company (Limited).	Supplying Burley, in the county of York, with gas.	Burley, near Otley, Yorkshire.	8 Sept. -	7	56	500	500	500	1 – –	500 – –	55	Still in operation.
52	Stratford-upon-Avon Railway Company (Limited).	To construct a railway from Stratford-upon-Avon to the Great Western Railway at or near Hatton.	Guildpitts, Stratford-upon-Avon, Warwickshire.	8 Sept. -	7	77	75,000	3,750	77	No return	No return -	7	Merged into a Company of same name. Incorporated by 20 & 21 Vict. c. 116, s. 4.
53	Great Harwood Gaslight and Coke Company (Limited).	Manufacture and sale of gas, &c.	Queen-street, Great Harwood, Lancashire.	8 Sept. -	12	282	5,000	1,000	987	5 – –	4,935 – –	73	Still in operation.
54	Settle Gas Company (Limited).	Supplying Settle in Yorkshire with gas.	Kirkgate, Settle, Yorkshire.	9 Sept. -	7	33	1,400	140	280	5 – –	1,120 – –	34	- ditto.
55	London Unadulterated Food Company (Limited).	Manufacture, purchase, and sale of articles of consumption.	25, Bucklersbury, London.	9 Sept. -	7	11	100,000	5,000	627	10 – –	2,677 – –	68	Dissolved.
56	Manchester Commission Agency and Loan Company (Limited).	To carry on the business of Commission agents and brokers.	Cathedral Chambers, 26, Fennel-street, Manchester.	11 Sept. -	8	26	20,000	2,000	26	No return	No return -	8	Not known.
57	Alford Corn Exchange Company (Limited).	To provide a Corn Exchange for Alford, in Lincolnshire.	Windmill Inn, Alford, Lincolnshire.	11 Sept. -	10	50	1,400	280	280	5 – –	1,400 – –	76	Still in operation.
58	Californian Consolidated Quartz Mining Company (Limited).	Quartz-mining in California -	Gresham House, 25, Old Broad-street, London.	11 Sept. -	7	70	32,000	32,000	70	No return	No return -	7	No longer in operation.
59	London Investment Company (Limited).	House and land investment and lending money.	36, Moorgate-street, London.	12 Sept. -	7	31	125,000	15,000	{ 4,525 1,000	{ 2 – – 1 – –	} 10,050 – –	135	Still in operation.
60	British West India Fibre Company (Limited).	Preparation and bringing to market the plantain, penguin, and other West India fibres.	10, Regent-street, Westminster.	13 Sept. -	7	36	1,000	100	61	10 – –	560 – –	14	No longer in operation.
61	Provincial Gaslight and Coke Company (Limited).	Supplying gas works to such country towns and villages as may require them.	8, Parliament-street, Kingston-upon-Hull.	15 Sept. -	17	280	100,000	10,000	1,050	10 – –	9,914 – –	76	Still in operation.
62	Cambrian Foundry Company (Limited).	Carrying on the business of engineers, brass, and iron-founders, smiths, &c.	Parthenon Chambers, 14, Regent-street, Middlesex.	15 Sept. -	7	1,265	50,000	5,000	1,265	No return	No return -	7	No longer in operation.
63	British Candle Company (Limited).	Manufacture and sale of candles, oil, and soap.	75, Old Broad-street, City of London.	16 Sept. -	8	1,522	200,000	20,000	1,522	- ditto -	- ditto -	8	- ditto.
64	Manchester and Ffestiniog Slate and Slab Company (Limited).	Slate-quarrying at Rhiw Bach and Tyddyn Bychan, near Ffestiniog, in Carnarvonshire.	13, Corporation-street, Manchester.	17 Sept. -	7	6	75,000	7,500	3,507	8 – –	28,056 – –	12	Dissolved.
65	Patent Mattress and Cork Fabric Company (Limited).	The working of a patent method of making mattresses and beds, &c.	66, Hatfield-street, Stamford-street, S.	18 Sept. -	11	435	8,000	800	795	10 – –	7,600 – –	32	No longer in operation.
66	Crook Gas Company (Limited)	Lighting the village of Crook, in the county of Durham, with gas.	Crook, Durham - -	18 Sept. -	36	328	1,200	1,200	1,200	1 – –	1,200 – –	78	Still in operation.
67	Hansor's Olefiant Gas Company (Limited).	Working Hansor's patented methods of manufacturing gas.	18, Adam-street, Adelphi, Middlesex.	19 Sept. -	8	230	20,000	2,000	432	10 – –	4,182 10 –	17	No longer in operation.
68	London and West of Ireland Fishing and Fish Manure Company (Limited).	Fishing and fish curing - -	4, Sandbrook-court, Basinghall-street, London.	22 Sept. -	16	605	50,000	5,000	3,532	8 – –	27,403 – –	133	Wound up.
69	Australian Auxiliary Steam Clipper Company (Limited).	Purchasing and running vessels between England and Australia.	77, Cornhill, London -	23 Sept. -	7	1,529	250,000	10,000	3,994	15 – –	55,550 – –	67	Dissolved.
70	Aldeburgh Gaslight Company (Limited).	Lighting the town of Aldeburgh with gas.	Aldeburgh, Suffolk -	23 Sept. -	18	67	1,280	128	128	10 – –	10 – –	32	Still in operation.
71	Patent Wool Manure Company (Limited).	Manufacture of and trading in manures and other chemicals.	81, Gracechurch-street, London.	23 Sept. -	7	69	50,000	5,000	784	10 – –	7,672 – –	13	Dissolved.
72	Bendberg Mining Company (Limited).	Working the Bendberg copper mines at Clew Bay, county Mayo.	32, Great Winchester-street, London.	24 Sept. -	8	540	2,750	2,750	{ 267 950	{ 1 – – – 15 –	} 889 15 –	47	Still in operation.
73	North and South Wales Steam Fuel Company (Limited).	Manufacture and sale of steam fuel.	9, Great St. Helen's, Bishopsgate, London.	25 Sept. -	7	108	50,000	5,000	2,608	10 – –	23,732 10 –	52	Dissolved.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
74	Hedon Gaslight and Coke Company (Limited).	Lighting the town of Hedon, in Holderness, in the county of York, with gas.	Town Hall, Hedon, in Holderness, York.	25 Sept.	19	95	1,200	120	120	10 – –	1,200 – –	27	Still in operation.
75	New Brunswick and Canada Railway and Land Company (Limited).	To construct a railway from St. Andrew's to Quebec.	26, Parliament-street, Westminster.	25 Sept.	7	1,427	400,000	20,000	14,749	20 – –	256,428 – –	239	- ditto.
76	Ashford Cattle Market Company (Limited).	To provide a cattle market for Ashford, in Kent.	Messrs. Furley & Co., North-street, Ashford, Kent.	25 Sept.	7	35	3,720	372	372	10 – –	3,720 – –	93	- ditto.
77	Willoughby Lead Mining Company (Limited).	Mining in Carnarvonshire on property leased from Lord Willoughby de Eresby.	11, Adam-street, Strand, Middlesex.	26 Sept.	7	4,660	12,000	12,000	Nil	Nil	Nil	7	No longer in operation.
78	Metropolitan Saloon Omnibus Company (Limited).	Conveyance of passengers by the patent saloon omnibus.	150, Cheapside, London	26 Sept.	7	140	20,000	20,000	14,869	1 – –	14,039 5 –	602	Dissolved.
79	National Guaranteed Manure Company (Limited).	Manufacturing manures and dealing in guanos.	2, Adelphi-terrace, Strand.	26 Sept.	7	34	100,000	50,000	34,066	2 – –	67,862 – –	143	- ditto.
80	Birmingham Times Newspaper, and General Printing, Publishing, and Advertising Company (Limited)	Publishing a newspaper, and carrying on the business of printers and publishers.	108, New-street, Birmingham.	27 Sept.	9	42	5,000	500	Nil	Nil	Nil	9	No longer in operation.
81	London Discount Company (Limited).	Discounting bills, &c., and receiving money on deposit.	16, Moorgate-street, London.	27 Sept.	7	2,850	1,000,000	50,000	35,647	5 – –	178,235 – –	314	Dissolved.
82	Calcutta and Burmah Steam Navigation Company (Limited); now called the British India Steam Navigation Company (Limited).	Conveyance of passengers and goods.	3, East India Avenue, London, E.C.	29 Sept.	8	211	400,000	8,000	{ 2,700 2,700	{ 50 – – 12 10 –	168,570 – –	79	Still in operation.
83	Pen-y-Rhiew Colliery Company (Limited).	Working the Pen-y-Rhiew mines, in the county of Glamorgan.	25, College-street, Cannon-street, London.	29 Sept.	7	1,723	25,000	2,500	2,063	10 – –	3,014 – –	14	Dissolved.
84	General Iron Foundry Company (Limited).	Conducting the business of iron merchants.	43, Upper Thames-street, London.	30 Sept.	7	99	20,000	200	172	100 – –	17,200 – –	11	Still in operation.
85	Fakenham Cattle Market Company (Limited).	To provide a cattle market at Fakenham, county of Norfolk.	Market-place, Fakenham, Norfolk.	30 Sept.	7	14	1,200	120	120	10 – –	1,200 – –	49	- ditto.
86	Norwich Crape Company (Limited).	Manufacturing crape and other fabrics.	St. Augustine's-street, Norwich.	1 Oct. -	7	70	35,000	350	160	100 – –	35,000 – –	8	Dissolved.
87	Australian Land and Emigration Company (Limited).	Purchasing land in Australia, and improving, selling, or letting same, and assisting emigration to Australia.	7, Broad-street-buildings, London.	1 Oct. -	7	70	100,000	10,000	3,041	7 10 –	16,842 10 –	80	Merged into a new company of the same name, registered on 19 May 1858.
88	Paris Chocolate Company (Limited).	Manufacturing chocolate, confectionery, and conserves, &c.	35, Pudding-lane, Eastcheap, London.	2 Oct. -	7	520	30,000	15,000	Nil	Nil	Nil	7	No longer in operation.
89	Bury and West Suffolk Cocoa Fibre Company (Limited).	The manufacture of mats, matting, brushes, &c., from cocoa fibre.	52, St. John-street, Bury St. Edmund's, Suffolk.	3 Oct. -	9	42	1,000	200	200	5 – –	1,000 – –	32	Dissolved.
90	Hull, Ferriby Sluice, and Brigg Steam Packet Company (Limited).	Conveyance of passengers and goods in vessels or boats between Kingston-upon-Hull and Ferriby Sluice and Brigg, Lincolnshire.	Cross Keys Inn, Winterton, Lincolnshire.	3 Oct. -	7	35	3,000	300	286	10 – –	2,845 – –	34	Still in operation.

91	Mirfield Gaslight Company (Limited).	Lighting Mirfield, in the county of York, with gas.	Water Hall, Mirfield, in the West Riding of the county of York.	9 Oct. -	7	340	15,000	3,000	1,400 600	5 – – 4 – –	9,420 – –	50	Incorporated by Act of Parliament.
92	Frodsham Gas Company (Limited).	Supplying Frodsham, in the county of Chester, with gas.	The main street, Frodsham, in the county of Chester.	9 Oct. -	16	330	2,000	2,000	1,155	1 – –	1,155 – –	57	Still in operation.
93	Church Stretton Waterworks Company (Limited).	Supplying Church Stretton, in the county of Salop, with water.	The office of Christopher Hicks, Church Stretton, Salop, solicitor.	11 Oct. -	11	62	800	160	160	25 – –	800 – –	39	- ditto.
94	Shotley Bridge Gas Company (Limited).	Supplying Shotley Bridge, in the county of Durham, with gas.	Green-street, Shotley Bridge, Durham.	13 Oct. -	25	169	8,400	480	240 240	25 – – 10 – –	8,400 – –	30	- ditto.
95	London and Borough Steamwheel Company (Limited).	Carrying on the business of wheelright.	29 and 30, Newington-causeway, Surrey.	13 Oct. -	7	1,558	20,000	2,000	1,563	10 – –	15,520 – –	10	Dissolved.
96	Furnishing Ironmongery and Hardware Company (Limited).	Carrying on the business of hardware manufacturers, merchants, and dealers.	48, Baker-street, Portman-square, Middlesex.	14 Oct. -	7	1,850	20,000	20,000	3,447	1 – –	2,280 16 5	46	- ditto.
97	Bronfloyd Mining Company (Limited).	Working the Bronfloyd lead mine at Slechwedden, Cardiganshire.	Llanbadarn-fawr, near Aberystwith, in the county of Cardigan.	16 Oct. -	7	758	8,000	2,000	2,000	4 – –	8,000 – –	25	No longer in operation.
98	National Magazine Company (Limited).	Publishing an illustrated periodical, to be called the "National Magazine."	25, Essex-street, Strand, Middlesex.	16 Oct. -	8	2,000	2,000	2,000	2,000	1 – –	2,000 – –	8	- ditto.
99	London, Harwich, and Continental Steam Packet Company (Limited).	Conveyance of mails, passengers, and merchandize, between England, *viâ* Harwich, and the ports of Rotterdam, Hamburgh, &c.	44, Moorgate-street, in the City of London.	17 Oct. -	7	65	100,000	10,000	65	No return	No return -	7	Dissolved.
100	Plymouth Seabath Company (Limited).	Providing baths on the West Hoe Estate, near Plymouth.	The baths, West Hoe, Plymouth.	17 Oct. -	7	67	4,000	400	310	10 – –	2,971 – –	40	- ditto.
101	Metropolitan Bread Company (Limited).	The working of certain patent methods of grinding wheat into flour, and making of flour into bread and biscuits by machinery.	3, Cannon-street, in the City of London.	20 Oct. -	9	596	20,000	20,000	596	No return	No return -	9	- ditto.
102	Isle of Sheppey General Cemetery Company (Limited).	The interment of the dead -	High-street, Miletown, Sheerness, Kent.	21 Oct. -	7	32	2,500	500	160	5 – –	800 – –	53	Still in operation.
103	Atlantic Telegraph Company (Limited).	To connect Great Britain or Ireland with Newfoundland, by a submarine electric telegraph cable.	22, Old Broad-street, London.	21 Oct. -	7	79	300,000	300	79	No return	No return -	7	Terminated by Act of Parliament, and another company substituted for it.
104	Kinson Clay Pottery Company (Limited).	To purchase the Kinson Clayfields and Pottery, and other works, situate near Poole, in the county of Dorset, and carrying on same.	Kinson, near Poole, Dorsetshire.	21 Oct. -	11	99	60,000	120	120	300 – –	36,000 – –	21	Still in operation.
105	North Cornwall Farmers' Manure Company (Limited).	The purchase, manufacture, and sale of manures.	Costistost, near Bodmin, Cornwall.	22 Oct. -	7	205	12,000	1,200	228 180	10 – – 2 10 –	2,703 – –	37	- ditto.
106	Thames Steam Tug and Lighterage Company (Limited).	Carrying goods, &c., on the Thames, and employing tugboats.	28, Parliament-street, Westminster.	23 Oct. -	7	800	200,000	20,000	5,870	10 – –	57,050 – –	90	- ditto.
107	Beccles Silk Works Company (Limited).	Preparing and manufacturing silk.	Peddar's-lane, Beccles, Suffolk.	23 Oct. -	10	35	3,000	300	226	8 – –	1,139 10 –	58	No longer in operation.
108	Bromyard Gas Company (Limited).	Lighting Bromyard, in the county of Hereford, with gas.	At Mr. H. Humphreys', draper, Bromyard, Herefordshire.	23 Oct. -	28	100	1,000	100	100	10 – –	1,000 – –	23	Still in operation.
109	Cawood Gaslight and Coke Company (Limited).	Lighting Cawood, in the county of York, with gas.	Market-place, Cawood, Yorkshire, at Mr. T. Harper's.	23 Oct. -	18	340	1,240	620	620	2 – –	1,240 – –	39	- ditto.
110	Bristol Ground Flint Company (Limited).	The working of a patent method of improvements in reducing flints, &c., and rendering them suitable for the manufacture of porcelain.	Marsh-street, Bristol -	24 Oct. -	7	280	10,000	2,000	1,240	5 – –	6,200 – –	7	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Act, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
111	Ilkley Gas Company (Limited)	Supplying the village of Ilkley with gas.	55, Albion-street, Leeds, Yorkshire.	24 Oct. -	7	37	2,500	250	210	10 - -	2,100 - -	22	Still in operation.
112	Rugby Flour and Bread Company (Limited).	Supplying flour and bread -	34, Dunchurch-street, Rugby.	25 Oct. -	10	39	2,500	2,500	2,500	1 - -	2,066 12 2	256	- ditto.
113	Sutton Freehold Tontine Company (Limited).	The erection of houses, letting or selling the same, and dividing the rents or profits by way of tontine.	3A, Lawrence Pountney-place, Cannon-street, London.	27 Oct. -	9	288	45,000	1,125	288	No return	No return -	9	No longer in operation.
114	Hubbard's Patent Fire-lighter Company (Limited).	Manufacture and sale of Hubbard's patent fire-lighters.	115, 116, and 117, Railway arches, Vauxhall-walk, Lambeth, Surrey.	27 Oct. -	10	330	5,000	1,000	515	5 - -	2,450 - -	19	Not known.
115	Banbury Corn Exchange Company (Limited).	Providing a corn exchange at Banbury.	Banbury, Oxon, at the Offices of Thomas Gulliver.	28 Oct. -	7	70	5,000	1,000	1,000	5 - -	5,000 - -	89	Still in operation.
116	Three Towns British Mutual Deposit and Loan Society (Limited).	Lending and borrowing money, and the purchase and sale of reversions.	St. George's Hall, East Stonehouse, Devon.	28 Oct- -	7	70	100,000	2,000	1,000 1,000	25 - - 4 - -	27,934 - -	161	- ditto.
117	Professional Advance and Deposit Company (Limited).	Lending money, and receiving money on deposit.	76, Cheapside, London.	28 Oct. -	7	575	100,000	100,000	575	No return	No return -	7	No longer in operation.
118	Ruardean Colliery Company (Limited).	To purchase or take on lease certain coal mines, with plant, machinery, &c., in the county of Gloucester.	72, Old Broad-street, London.	28 Oct. -	7	450	15,000	15,000	13,250 1,750	7 - - 1 - -	6,167 10 -	19	- ditto.
119	College Mines Company (Limited).	Mining for coal and other substances.	10, Austin-friars, in the City of London.	29 Oct. -	9	7,239	3,000	12,000	12,000	- 5 -	2,889 7 6	31	Dissolved.
120	General Deposit and Equitable Advance Company (Limited).	Pawnbrokerage in all its branches, and making advances on mortgage of freehold and other property.	4, Prospect-place, Mile-end-road, Middlesex.	30 Oct. -	15	164	140,000	40,000	735 156	2 - - - 12 -	1,368 - -	75	No longer in operation.
121	Machynlleth Park Copper Mine Company (Limited).	The production and sale of copper, lead, and other ores from the Machynlleth Mine.	At Mr. H. Weston's, Menguin-street, Machynlleth, Montgomeryshire.	30 Oct. -	8	313	2,000	2,000	313	No return	No return -	8	- ditto.
122	Moreton-in-Marsh Mill Company (Limited).	Millers and corndealers - -	Moreton-in-Marsh, Gloucestershire.	30 Oct. -	9	360	10,000	1,000	746	1 - -	617 - -	60	Dissolved.
123	Hungerford Hall Dining Company (Limited).	Supplying provisions, dinners, and refreshments.	Hungerford Hall, Strand, Middlesex.	31 Oct. -	7	310	25,000	25,000	310	No return	No return -	7	- ditto.
124	Ceylon Cooly Transport and Steam Navigation Company (Limited).	The conveyance of coolie and other passengers and goods in ships or boats between Southern India and Ceylon, and other places.	2, Walbrook, London -	31 Oct. -	7	145	25,000	2,500	145	- ditto -	- ditto - -	7	Wound up.
125	Berwick Shipping Company (Limited).	Conveying goods and passengers between the Ports of Berwick and London, and the purchase and taking on lease salmon fisheries, and disposing of the produce thereof.	The Quay, Berwick-upon-Tweed.	1 Nov. -	10	457	30,000	3,000	2,400	10 - -	24,000 - -	133	Still in operation.
126	Medway Brick Company (Limited).	Manufacturing bricks and tiles -	57, Fenchurch-street, London.	1 Nov. -	19	500	5,000	500	500	10 - -	5,000 - -	7	- ditto.

127	Clevedon Gas Company (Limited).	Supplying Clevedon, in the county of Somerset, with gas.	At the house of Henry Woodford, solicitor, Clevedon, Somerset.	3 Nov.	7	83	4,500	450	450	10 – –	4,500 – –	44	Still in operation.
128	Executor and Trustee Association (Limited).	Undertaking executorships, and the management of trust or other property.	7, Lincoln's Inn-fields, Middlesex.	3 Nov.	14	1,350	200,000	10,000	1,350	No return	No return -	14	No longer in operation.
129	Cwm Eigia Quarry, Slate and Slab Company (Limited).	Acquiring and working the Cwm Eigia Slate Quarry, situate in the parish of Caerham, in the county of Carnarvon.	11, George-yard, Lombard-street, London.	3 Nov.	8	3,130	18,000	18,000	3,130	ditto -	ditto - -	8	Dissolved.
130	London and Paris Brewery Company (Limited).	Carrying on the business of brewers and maltsters, in the city of Paris.	35, Lincoln's Inn-fields, Middlesex.	4 Nov.	7	310	200,000	20,000	310	ditto -	ditto - -	7	No longer in operation.
131	Spinal and General Orthopedic Association (Limited).	Providing private orthopedic establishments for the relief and cure of persons suffering from spinal and other diseases.	310, Regent-street, London.	4 Nov.	7	63	20,000	2,000	63	ditto -	ditto - -	7	Not known.
132	Buckingham Castle Iron Works Company (Limited).	Manufacturing and vending articles in iron and brass.	At Buckingham, in the county of Buckingham.	4 Nov.	7	105	5,000	500	466	10 – –	4,478 – –	76	Still in operation.
133	Ship Leakage Indicator Company.	Manufacturing a patent instrument called the Ship Leakage Indicator, and fitting ships therewith.	Not stated - - -	4 Nov.	7	7	5,000	5,000	57	1 – –	57 – –	8	No longer in operation.
134	Plymouth Pottery Company (Limited).	Manufacturing and dealing in china, glass, and earthenware of every description.	Fareham-place, Plymouth, Devon.	5 Nov.	12	451	10,000	1,000	863	10 – –	8,600 – –	38	Dissolved.
135	Central Corn Exchange for Banbury Company (Limited).	Providing a corn exchange at Banbury.	31, Horsefair, Banbury, Oxon.	5 Nov.	7	70	5,000	5,000	3,998	1 – –	3,666 12 –	255	Still in operation.
136	Cambridge Manure Company (Limited).	Manufacturing and selling artificial manures.	At the Company's Works, Duxford, Cambridgeshire.	5 Nov.	15	159	50,000	5,000	369	10 – –	3,690 – –	37	- ditto.
137	Hull and Hornsea Railway Company (Limited).	To make a railway from Kingston-upon-Hull to Hornsea, in the East Riding of the county of York.	Not stated - - -	5 Nov.	7	313	80,000	8,000	313	No return	No return -	7	No longer in operation.
138	Torpoint Coal and Gas Company (Limited).	Supplying the town of Torpoint with gas, and dealing in coals and wood.	4, Wellington-street, Torpoint, Cornwall.	6 Nov.	7	9	1,000	100	75	5 – –	372 10 –	32	Still in operation.
139	Ritton Castle Mining Company (Limited).	Working the Ritton Castle Mine, situate in the parish of Wentnor, in the county of Salop.	Wentnor, near Minsterley, Salop.	6 Nov.	8	3,283	12,000	6,000	2,000 4,000	2 – – 1 – –	8,000 – –	21	No longer in operation.
140	Workington Hæmatite Iron Company (Limited).	Manufacturing iron and steel -	Curween-street, Workington, Cumberland.	6 Nov.	13	20	50,000	100	100	500 – –	50,000 – –	32	Dissolved.
141	Surrey Metal Company (Limited).	Carrying on the business of metal dealers and manufacturers.	83, London-road, Southwark, Surrey.	6 Nov.	7	560	10,000	2,000	850	5 – –	4,250 – –	15	- ditto.
142	Rhosydd Slate Company (Limited).	Working a slate quarry in the parishes of Ffestiniog and Llanfrothen, in the county of Merioneth.	Port Madoc, Carnarvonshire.	7 Nov.	7	2,266	50,000	10,000	10,000	5 – –	49,925 – –	51	Still in operation.
143	Dowlais Gas and Coke Company (Limited).	Supplying Dowlais, in the county of Glamorgan, with gas.	Gilly Vaylog, Dowlais, Glamorganshire.	8 Nov.	8	139	5,000	500	500	10 – –	5,000 – –	46	- ditto.
144	Mons Collieries Company (Limited).	Working coal mines, situate in the Basin of Mons, in Belgium.	Not stated - - -	8 Nov.	7	7	1,000,000	100,000	7	No return	No return -	7	No longer in operation.
145	British Loan Company (Limited).	Lending money - - - -	201, Tottenham-court-road, London	10 Nov.	7	70	6,000	600	409	10 – –	4,090 – –	30	Still in operation.
146	Marsden Gas Company (Limited).	Supplying Marsden, in the county of York, with gas.	The Towns School, Idlerow, Marsden, near Huddersfield.	10 Nov.	26	148	1,500	150	150	10 – –	1,500 – –	30	- ditto.
147	Victoria Tin Mining Company (Limited).	Working tin and other mines in the colony of Victoria.	22, Cherry-lane, Liverpool.	11 Nov.	8	240	1,200	240	240	No return	No return -	8	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*[d].

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Act, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
148	National Money Office Company (Limited).	Advancing money on loan on approved security.	Stiff's Post Office Hotel, 28, Bath-street, Leamington Priors, Warwickshire.	12 Nov.	11	17	100,000	1,000	746	– 10 –	33,643 – –	431	Still in operation.
149	Ripponden Commercial Company (Limited).	Cotton spinning and manufacturing.	Dyson-lane Mills, near Ripponden, Halifax, Yorkshire.	12 Nov.	7	47	100,000	10,000	3,653⅛	10 – –	33,830 18 8	903	- ditto.
150	Mendip Hills Mining Company (Limited).	Raising and obtaining lead ores and other minerals from the lands now held by the company.	Springfield, Clevedon, Somerset.	13 Nov.	11	2,744	50,000	5,000	5,000	4 14 6	22,540 10 –	49	- ditto.
151	Oxley's Patent Wheel Company (Limited).	Carrying on the general business of wheelwrights.	21, Moorgate-street, London.	13 Nov.	7	1,630	100,000	10,000	1,630	No return	No return –	7	No longer in operation.
152	Calcutta Public Sale Company (Limited).	Selling by public auction on commission every description of property.	Not stated - - -	15 Nov.	7	325	100,000	4,000	325	ditto –	ditto – –	7	Not known.
153	Little Down and Ebber Rocks Mineral Company (Limited).	Working the Little Down and Ebber Rocks Mineral Estate, situate in the parish of Wookey, in the county of Somerset.	44, Leicester-square, Middlesex.	15 Nov.	7	845	50,000	10,000	1,970 1,046	5 – – 2 – –	11,942 – –	10	Abandoned, and new company of the same name substituted for it.
154	Wye Gas and Coke Company (Limited).	Supplying the town of Wye with gas.	King's Head Inn, Wye, Kent.	15 Nov.	7	56	1,400	280	280	5 – –	1,400 – –	24	Still in operation.
155	Mold Lead Mining Company (Limited).	Working lead mines in the neighbourhood of Mold, in the county of Kent.	113, Fenchurch-street, London.	17 Nov.	7	10,300	16,000	16,000	16,000	– 14 –	10,908 5 –	15	Dissolved.
156	Widnes Gas and Water Company (Limited).	Supplying the town of Widness in Lancashire, with gas and water.	Widnes, Lancashire -	18 Nov.	7	1,300	3,000	3,000	2,000 1,000	1 – – – 2 6	2,125 – –	20	Incorporated by Act of Parliament.
157	Patent Wood or Fibrous Slab Company (Limited).	Working a patent method of manufacturing slabs of a fibrous material.	135, Fenchurch-street, London.	18 Nov.	7	35	100,000	10,000	3,000	10 – –	29,117 10 –	54	Dissolved.
158	Rotherham, Masbrough, and Holmes Coal Company (Limited).	Working coal and iron stone mines in the parish of Rotherham.	Masbrough, near Rotherham, Yorkshire.	18 Nov.	7	278	100,000	4,000	2,400 1,600	25 – – 8 – –	72,910 – –	78	Still in operation.
159	London and Birmingham Iron and Hardware Company (Limited).	Purchasing and selling iron and all kinds of hardware.	253, Blackfriars-road, London.	19 Nov.	7	2,210	50,000	10,000	2,210	No return	No return –	7	Dissolved.
160	London and Westminster Loan and Discount Company (Limited).	Carrying on the business of a loan and discount society.	62, St. Martin's-lane, Charing Cross, Middlesex.	20 Nov.	7	7	10,000	200	132 8 40	50 – – 10 – – 11 5 –	7,130 – –	8	Still in operation.
161	Patent Carpet Company (Limited).	Manufacturing carpets - -	26, College-hill, in the City of London.	21 Nov.	8	2,700	100,000	20,000	3,000	2 10 –	5,996 5 –	47	No longer in operation.
162	London and County Brick Company (Limited).	Manufacturing bricks and tiles	15, Broad-street Buildings, London.	22 Nov.	10	130	10,000	2,000	130	No return	No return –	10	Not known.
163	East Goldscope Mining Company (Limited).	Working the East Goldscope Mine, situate at Barrowdale, near Keswick, Cumberland.	Not stated - - -	22 Nov.	11	720	4,096	2,048	720	ditto –	ditto – –	11	- ditto.

164	Herne Bay and Faversham Railway Company (Limited).	Constructing a railway from Herne Bay to Faversham.	Not stated - - -	22 Nov. -	7	155	80,000	4,000	155	No return	No return -	7	Incorporated by Act of Parliament.
165	SunkenVessels Recovery Company (Limited).	Raising wrecked or stranded vessels, submarine surveying, and the conveyance of passengers, &c., in steam and other vessels.	41, Tower-buildings, Liverpool.	22 Nov. -	7	475	60,000	6,000	475	- ditto -	- ditto -	7	Dissolved.
166	Shefford Gas and Coke Company (Limited).	Manufacturing and selling gas and coke.	At the house of Mr. R. Johnson, junior, Ampthill-street, Shefford, Bedfordshire	24 Nov. -	12	154	3,000	600	600	4 10 -	2,690 - -	27	Still in operation.
167	Calcot Hall Mining Company (Limited).	Raising and selling lead ore and other minerals in the Calcot Hall Estate.	29, Queen-street, Cannon-street, London.	25 Nov. -	10	137	6,000	600	352	2 - -	2,282 - -	12	Dissolved.
168	Milford Baths, Assembly, Billiard, and News Room Company (Limited).	Providing baths, assembly, billiard, and news rooms at Milford, in the county of Pembroke.	Font-street, Milford, Pembrokeshire.	26 Nov. -	12	164	2,000	400	164	No return	No return -	12	No longer in operation.
169	Western Counties and General Manure Company (Limited).	Manufacturing and selling artificial manures.	Torpoint, Cornwall -	27 Nov. -	10	445	30,000	3,000	2,000 1,000	7 - - 3 - -	17,000 - -	113	Still in operation.
170	London and Foreign Rough and Block Ice Company (Limited).	Supplying the metropolis and other parts with native and foreign rough and block ice.	6, Love-lane, Eastcheap, London.	27 Nov. -	7	50	10,000	1,000	50	No return	No return -	7	No longer in operation.
171	Liverpool Oil Crushing, Manufacturing and Grinding Company (Limited).	Buying and selling rice, drugs, and other articles.	37, Blackstock-street, Liverpool.	29 Nov. -	7	165	20,000	2,000	440	10 - -	4,280 - -	15	Dissolved.
172	Meltham Gas Company (Limited).	Supplying Meltham, in the county of York, with gas.	At the Company's works, Brighouse, Meltham, Yorkshire.	29 Nov. -	7	187	2,000	1,000	1,000	2 - -	2,000 - -	61	Still in operation.
173	Market Harborough Corn Exchange Company (Limited).	Erecting a corn exchange at Market Harborough.	At Messrs. Wartnaby and Fishers, solicitors, High-street, Market Harborough, Leicestershire.	29 Nov. -	14	106	3,000	300	300	10 - -	3,000 - -	72	- ditto.
174	Golcar Flour and Provision Company (Limited).	Corn and provision dealers -	Brook Lanes House, Golcar, Huddersfield, Yorkshire.	1 Dec. -	9	9	900	450	396	2 - -	739 2 10	99	- ditto.
175	Sedgwick Gunpowder Company (Limited).	Manufacturing and selling gunpowder.	At the Company's works, Helsington, Westmoreland.	1 Dec. -	12	120	20,000	200	200	100 - -	20,000 - -	22	- ditto.
176	Swineshead Gas Company (Limited).	Supplying Swineshead, in the county of Lincoln, with gas.	At the house of Mr. John Brown Jessop, Swineshead, Lincolnshire.	1 Dec. -	8	34	2,000	200	200	10 - -	2,000 - -	25	- ditto.
177	City of London Commercial, Stationery, Printing, and Bookbinding Company (Limited).	Carrying on the business of stationers, printers, bookbinders, &c.	6, Old Fish-street, London.	2 Dec. -	7	895	20,000	10,000	2,970	1 - -	2,820 - -	15	Dissolved.
178	Free Press Newspaper and Printing Company (Limited).	Printing and conducting a newspaper, and carrying on the business of printers.	The Hall Quay, Great Yarmouth, Norfolk.	2 Dec. -	7	510	3,000	3,000	1,657	- 15 -	1,139 15 -	107	Still in operation.
179	Law Newspaper Company (Limited).	Printing and publishing a law newspaper.	8, Bedford-row, Middlesex.	3 Dec. -	7	70	6,000	600	600	9 - -	5,256 - -	172	- ditto.
180	Union Steam Ship Company (Limited).	Purchasing, chartering, or building steam and other vessels to be resold or chartered, or employed in the conveyance of goods, passengers, and merchandize.	Oriental-place, Canute-road, Southampton.	5 Dec. -	8	508	120,000	6,000	4,500	20 - -	90,000 - -	111	- dltto.
181	Todd's Patent Paint Company (Limited).	Manufacturing paint by Todd's patent process or otherwise.	58, King William-street, London.	6 Dec. -	8	570	3,000	800	570	No return	No return -	-	Dissolved.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	1.—In England—*continued.*			1856:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Act, 1856, 1857—*continued.*												
182	Brompton and Gillingham Consumers' Water Company (Limited).	Supplying the town of Old and New Brompton with water.	16, Westcourt-street, Brompton, in the parish of Gillingham, Kent.	9 Dec.	8	288	30,000	6,000	1,475	5 – –	7,335 – –	106	Incorporated by Act of Parliament.
183	Nixon's Patent Rudder Fitting Company (Limited).	Working a patent for new mode of attaching rudders to floating vessels.	Not stated	9 Dec.	7	35	50,000	50,000	35	No return	No return –	7	No longer in operation.
184	California Water Company (Limited).	Supplying the county of Nevada, and other districts in California, with water.	28, Poultry, London	10 Dec.	8	1,140	310,000	62,000	1,140	ditto	ditto –	8	ditto.
185	East Suffolk and Ipswich Music Hall Company (Limited).	Erecting a music hall at Ipswich	Not stated	11 Dec.	15	150	5,000	5,000	150	ditto	ditto –	15	ditto.
186	Kirkburton Gas Light Company (Limited).	Supplying Kirkburton with gas	Dean End, Kirkburton, Yorkshire.	15 Dec.	8	210	4,000	4,000	3,667	1 – –	3,200 6 –	90	Still in operation.
187	Liverpool Recreative Company (Limited).	Providing rational recreation and amusement, and selling refreshments.	23, Houghton-street, Liverpool.	16 Dec.	30	88	500	500	88	1 – –	3,200 6 –	30	Not known.
188	Friddllechwedd Lead Mining Company (Limited).	Working lead and other mines	Not stated	16 Dec.	7	1,998	12,280	2,048	1,998	1 – –	3,200 6 –	7	No longer in operation.
189	Ballymoneen Copper and Sulphur Mining Company (Limited).	Working the Ballymoneen Mine, situate in the parish of Castle M'Adam, Wicklow.	37, New Bridge-street, Blackfriars.	16 Dec.	8	788	20,000	10,000	10,000	1 18 6	18,924 7 6	41	Dissolved.
190	Tewkesbury Corn Exchange Company (Limited).	Erecting a corn exchange at Tewkesbury.	63, Church-street, Tewkesbury, Gloucestershire.	17 Dec.	7	13	700	70	70	10 – –	700 – –	47	Still in operation.
191	Newchurch Building Company (Limited).	To erect at Newchurch, in the county of Lancaster, power-loom sheds and other buildings for spinning and manufacturing goods, and letting same.	Newchurch, near Barnley, Lancashire.	18 Dec.	21	146	3,000	300	204	10 – –	2,040 – –	38	ditto.
192	Wrexham Loan and Investment Company (Limited).	Making loans on security, and acquiring land and other property.	Temperance Hotel, Upper Hope-street, Wrexham, Denbighshire.	18 Dec.	7	155	10,000	10,000	2,431	1 – –	2,132 10 –	73	ditto.
193	Eltham Gas Light and Coke Company (Limited).	Supplying Eltham, in the county of Kent, with gas.	Eltham, Kent	19 Dec.	7	148	2,400	480	480	5 – –	2,400 – –	29	ditto.
194	Oriental Inland Steam Company (Limited).	Establishing steam navigation on the rivers, seas, and waters of India.	9, Billiter street, London	19 Dec.	9	1,160	500,000	50,000	43,480	A. B. (and new issue) 10*l.*, C. 2*l.*	342,979 8 –	794	ditto.
195	Stamford Corn Exchange Company (Limited).	Erecting a corn exchange at Stamford, in the county of Lincoln.	Not stated	20 Dec.	7	35	4,000	400	35	No return	No return –	7	No longer in operation.
196	Fort Bowen New Company (Limited).	Working mines at Fort Bowen, in Veraguas, or elsewhere.	2, Great St. Helen's, Bishopsgate-street, London.	20 Dec.	8	2,725	35,000	35,000	20,208	1 – –	19,298 11 6	172	Dissolved.
197	Llandudno Public Baths Company (Limited).	Erecting a building at Llandudno, in the county of Carnarvon, to be used for public baths, reading, billiard, and assembly-rooms.	Llandudno, Carnarvonshire.	22 Dec.	8	102	3,000	300	247	10 – –	2,145 – –	25	ditto.

198	Bridgewater Shipping Company (Limited).	Building vessels for the conveyance of goods and passengers.	George B. Sully's offices, Quay, Bridgewater.	23 Dec. -	12	181	50,000	1,000	408	50 - -	20,400 - -	37	- ditto.
199	Tunbridge Wells Indurated Stone Company (Limited).	Quarrying raw stone and burning lime, and working Hutchison's patent method for treating stone so as to render it hard and imperishable.	Not stated - - -	23 Dec. -	7	3,090	25,000	25,000	3,090	No return	No return -	7	Not known.
200	Bristol and Forest of Dean Coal Company (Limited).	Working certain coalfields and collieries in the Forest of Dean, in the county of Gloucester.	Princess Royal Colliery, near Lydney, Gloucestershire.	24 Dec. -	7	1,410	25,000	25,000	17,606	1 - -	17,464 15 -	94	Dissolved.
201	Hide and Skin Company (Limited).	Purchasing and selling hides and skins.	3, Leadenhall-street, London.	26 Dec. -	7	350	50,000	25,000	350	No return	No return -	7	No longer in operation.
202	Downham-Market Market Company (Limited).	Establishing at Downham Market a market for the sale of corn, live and dead stock, and merchandise of every description.	At the house of Joseph Thomas Coe, Church-street, Downham Market, Norfolk.	26 Dec.	25	55	2,000	200	126	10 - -	1,260 - -	65	Still in operation.
203	Great Yarmouth Star-of-the-East Coal Company (Limited).	Parchasing and selling coals -	16, Regent-street, Great Yarmouth, Norfolk.	27 Dec. -	7	14	1,000	400	183	2 10 -	457 10 -	70	- ditto.
204	Patent Vitreo-Enamel Company (Limited).	Manufacturing and selling vitreo-enamel, or decorative glass labels, tablets, and other similar articles.	The Grove, Great Guildford-street, Southwark.	29 Dec. -	7	60	1,500	300	300	5 - -	1,500 - -	8	No longer in operation.
205	British Deep Sea Fisheries Company (Limited).	Working the British Deep Sea Fisheries, expressing oil from inedible fish, and manufacturing manure.	8, Bridge-street, Westminster.	29 Dec. -	7	16	200,000	20,000	16	No return	No return -	7	- ditto.
206	Mineral Asphaltes, Metallic Lava, and Bitumen Company (Limited).	Importing for sale natural and mineral rockstone, asphaltes, bitumen, and tar, and manufacturing a substitute article to the natural mineral asphalte, called patent metallic lava.	6, Guildhall Chambers, Basinghall-street, London.	29 Dec. -	7	2,050	80,000	16,000	2,050	- ditto	- ditto -	7	- ditto.
207	Patent Bottle Envelope Company (Limited).	Manufacturing and selling envelopes or cases for bottles and jars of every description.	2, Guildhall Chambers, Basinghall-street, London.	30 Dec. -	7	1,610	8,000	3,200	1,610	2 10 -	4,025 - -	8	- ditto.
208	Normandy's Patent Marine Aërated Fresh Water Company (Limited).	Manufacturing and selling apparatus for obtaining, by distillation from sea-water, a fully aërated, pure, and wholesome water.	43, Fenchurch-street, London.	30 Dec. -	7	7,625	25,000	12,500	7,625	2 - -	16,250 - -	21	Still in operation.
209	Oude Railway Company (Limited).	Constructing a railway in the territory of Oude.	8, Moorgate-street, City of London.	30 Dec. -	7	1,400	1,000,000	50,000	1,400	No return	No return -	7	Terminated by Act of Parliament, and another Company substituted for it.
210	Geelong and Ballarat Railway Company (Limited).	Constructing a railway from Geelong to Ballarat, in Victoria, Australia.	16, Bishopsgate-street, City of London.	30 Dec. -	12	60	1,000,000	50,000	33,170	- 2 6	4,146 5 -	91	Dissolved.
211	Leicester Spinning Company (Limited).	Spinning of worsted and woollen yarns, and the purchase and sale of wool.	King-street, Leicester -	30 Dec. -	7	80	10,000	500	80	No return	No return -	7	- ditto.
212	Lansdown and Bath Proprietary College Association (Limited).	Establishing a proprietary school at Lansdown, in the parish of Charlcombe, in the county of Somerset.	2, Wood-street, Bath -	1857: 1 Jan. -	7	23	10,000	400	361	25 - -	9,126 14 -	121	- ditto.
213	Patent Gas Regulator Company (Limited).	Working a patent for a gas regulator.	37, Southampton Buildings, Middlesex.	1 Jan. -	7	420	30,000	6,000	420	No return	No return -	7	No longer in operation.
214	Panther Lead Company (Limited).	Purchasing and manufacturing lead and other articles.	5, Queen-street Place, Upper Thames-street, London.	1 Jan. -	7	85	16,500	300	300	55 - -	16,500 - -	55	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict .c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*d.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Act, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
215	Wear Valley Brewery Company (Limited).	Establishing a brewery at Wolsingham, in the County of Durham, and carrying on the business of brewers and maltsters.	Wolsingham, Durham -	1 Jan. -	7	7	1,400	7	7	No return	No return -	7	No longer in operation.
216	Repton Gas Light and Coke Company (Limited).	Supplying Repton, in the county of Derby, with gas.	Main-street, Repton, Derby.	2 Jan. -	8	385	1,200	1,200	1,200	1 - -	1,200 - -	33	Still in operation.
217	Direct London and Sydenham Railway Company (Limited).	Constructing a railway from Hungerford Market to the Crystal Palace.	18, Great George-street, Westminster.	2 Jan. -	7	195	300,000	60,000	195	No return	No return -	7	No longer in operation.
218	Walthamstow Brickmaking Company (Limited).	Making and selling bricks, tiles, and other pottery.	16, Cambridge-road, Bethnal-green, Midlesx.	3 Jan. -	7	34	1,000	1,000	34	ditto -	ditto - -	7	- ditto.
219	London Loan and Discount Company (Limited).	Advancing money on security -	Not stated - - -	5 Jan. -	7	20	2,000	20	20	ditto -	ditto - -	7	- ditto.
220	Thames Iron Works and Ship-building Company (Limited).	Building ships, and forging and casting iron.	Orchard yard, Blackwall, Middlesex.	5 Jan. -	14	20	175,000	20 A. 150 B.	20 A. 81 B.	5,000 - - 500 - -	140,500 - -	23	Business transferred to new Company, 19 March 1864.
221	Central Oude Railway Company (Limited).	Making a railway from Ghazeepore to Cawnpore.	23 and 24, Greshamhouse, Old Broadstreet, London.	5 Jan. -	7	3,200	500,000	25,000	25,000	- 2 6	3,125 - -	266	Dissolved.
222	Punjab and Great North-west India Railway Company (Limited).	Constructing a railway from Lahore to Umritsur, with extensions to Mooltan and Loodianah.	Not stated - - -	5 Jan. -	7	70	2,000	100	70	No return	No return -	7	No longer in operation.
223	New Steam Tug Company (Limited).	Towing ships and vessels for hire.	3, Chapel-street, Liverpool.	7 Jan. -	10	145	40,000	800	800	50 - -	40,000 - -	74	Still in operation.
224	Patent Paper Manufacturing Company (Limited).	Purchasing and working patents for making paper.	Frew's Weir Mills, Exeter.	7 Jan. -	7	2,250	30,000	6,000	2,910	3 10 -	10,185 - -	15	- ditto.
225	National Alliance Advance and Annuity Company (Limited).	Advancing money upon security, and receiving money by way of deposit.	Not stated - - -	7 Jan. -	8	750	250,000	25,000	785	5 - -	1,300 - -	13	Dissolved.
226	Castletown Copper Mining Company (Limited).	Searching for copper, lead, and other minerals.	74, King William-street, City of London.	9 Jan. -	7	750	21,000	21,000	750	1 - -	750 - -	12	- ditto.
227	Kidsgrove Gas Light Company (Limited).	Supplying Kidsgrove, in the county of Stafford, with gas.	Kidsgrove, Staffordshire.	12 Jan. -	7	225	4,000	800	800	5 - -	4,000 - -	35	Still in operation.
228	Croydon Manure Company (Limited).	Manufacturing and selling manures.	28, Saint Swithin's-lane, City of London.	13 Jan. -	7	7	4,000	400	225	10 - -	4,000 - -	21	- ditto.
229	East of England Screw Coasting Company (Limited).	Conveying passengers and goods in ships or boats.	4, Minerva-terrace, Kingston-upon-Hull.	15 Jan. -	7	900	50,000	5,000	2,090	10 - -	20,900 - -	19	No longer in operation.
230	Cardiff and Penarth Steam Ferry Company (Limited).	Establishing a direct communication, by means of steam vessels, between Cardiff and Penarth.	4, Church-street, Cardiff.	15 Jan. -	9	85	2,000	400	244	1 10 -	227 10	24	- ditto.
231	Working Tailors' Industrial Association (Limited).	Tailoring and general outfitting	1, Dock-street, Kingston-upon-Hull.	17 Jan. -	7	28	1,000	1,000	77	- 10 -	39 4 -	30	Dissolved.
232	Putney Freehold Tontine Company (Limited).	Purchasing land, building houses, and letting same, and the payment by way of Tontine annuities to the shareholders.	1, Mitre-court, Temple, London.	19 Jan. -	11	129	25,000	1,000	129	No return	No return -	11	Not known.

233	United Steam Tug Company (Limited).	Towing ships and vessels - -	7, Waterloo-road, Liverpool.	20 Jan. -	7	186	40,000	400	400	82 10 -	33,000 - -	55	Still in operation.
234	Altrincham, Bowden, and Durham District Waterworks Company (Limited)	Supplying Altrincham and neighbourhood with water.	Not stated - - -	23 Jan. -	7	56	20,000	2,000	56	No return	No return -	7	No longer in operation.
235	Penclawdd Colliery Company (Limited).	Raising and selling coal - -	1, Castle-square, Exeter	23 Jan. -	12	170	16,000	320	320	50 - -	15,180 - -	21	Dissolved.
236	Merryfield Mining Company (Limited).	Working the Merryfield lead mines.	12, South-parade, Leeds	26 Jan. -	42	22,690	30,000	30,000	22,690	- 14 -	15,387 10 -	82	Still in operation.
237	Great Northern Mining Company (Limited).	Working lead, copper, and iron mines at Alston, in Cumberland.	12, South-parade, Leeds	26 Jan. -	7	3,950	12,000	12,000	3,950	No return	No return -	7	No longer in operation.
238	Tavistock Gas, Coke, and Coal Company (Limited).	Supplying Tavistock with gas and coal and coke.	Ford-street, Tavistock, Devon.	26 Jan. -	7	211	5,000	800	800	3 3 9	2,550 - -	84	Still in operation.
239	West of England Fellmongers' Company (Limited).	Preparing hides and skins, and dealing in manure, seeds, and all agricultural produce.	21, High-street, East Stonehouse, Devon.	26 Jan. -	26	292	5,000	500	450	5 - -	2,250 - -	27	" ditto.
240	Red Hill Mining Company (Limited).	Working a copper mine at the Red Hill, near Beaumaris, in the county of Anglesey.	Red Hill, Beaumaris, Anglesey, North Wales.	27 Jan. -	7	50	600	60	60	10 - -	600 - -	11	Dissolved.
241	Cardiff Post Office Buildings Company (Limited).	Erecting a post-office at Cardiff -	4, Church-street, Cardiff	28 Jan. -	14	21	1,350	54	38	23 - -	874 - -	13	Still in operation.
242	Surrey Cocoa Fibre Company (Limited).	Manufacturing cocoanut fibre into matting and brushes.	Frith-road, Croydon, Surrey.	29 Jan. -	7	98	500	500	109	1 - -	109 - -	8	No longer in operation.
243	General Pictorial Exhibition Company (Limited).	Exhibiting pictures - - -	19, Regent-street, Middlesex.	30 Jan. -	7	7	30,000	30,000	7	No return	No return -	7	" ditto.
244	Wouldham Patent Portland Cement Company (Limited).	Manufacturing cement - -	62, Moorgate-street, London.	30 Jan. -	8	1,700	25,000	2,500	1,700	10 - -	17,000 - -	16	Dissolved.
245	Seamless Leather Company (Limited).	Working a patent for manufacturing leather without seams.	M'Lean's-buildings, Fetter-lane, London.	31 Jan. -	7	112	50,000	10,000	4,517	5 - -	22,585 - -	23	" ditto.
246	Easingwold Gas Light and Coke Company (Limited).	Supplying Easingwold, in the county of York, with gas.	Easingwold, Yorkshire -	31 Jan -	12	65	1,500	300	150	5 - -	750 - -	28	Still in operation.
247	London and Birmingham Flint Glass and Alkali Company (Limited).	Manufacturing flint-glass and alkali.	Shepcote-street, Broadstreet, Birmingham.	2 Feb. -	7	70	50,000	5,000	252	2 - -	754 10 -	10	Dissolved.
248	Anchor Reversionary Company (Limited).	Advancing money on security, and receiving money by way of deposit.	41, Moorgate-street, London.	3 Feb. -	10	200	50,000	500	285	50 - -	13,910 - -	22	Still in operation.
249	Thames Steam Ferries or Floating Bridge Company (Limited).	Providing ferries or floating bridges across the Thames, at such places or points as the Company may determine.	Not stated - - -	4 Feb. -	7	240	75,000	500	240	Not stated	Not stated -	7	No longer in operation.
250	European and American Steam Shipping Company (Limited)	Establishing lines of communication by steam and other vessels between Europe and America.	11, King William-street, London.	4 Feb. -	8	1,575	579,996	{44,444 20,000	34,450 4,253	{9 - - 9 - -	347,853 - -	550	Dissolved.
251	Anderson's Patent Soap and Candle Company (Limited).	Manufacturing soap and candles	Not stated - - -	4 Feb. -	7	1,585	100,000	100,000	1,585	Not stated.	Not stated -	7	No longer in operation.
252	Llandilo Lead, Zinc, and Copper Mining and Smelting Company (Limited).	Seeking for and raising lead, zinc, copper, and other ores and minerals.	Rhosmaon-street Llandylo.	5 Feb. -	26	282	5,000	500	457	3 10 -	1,018 10 -	41	Dissolved.
253	Bourn Waterworks Company (Limited).	Supplying Bourn, in the county of Lincoln, with water.	North-street, Bourn, Lincoln.	6 Feb. -	25	122	1,300	130	130	10 - -	1,300 - -	16	Still in operation.
254	Desiccated Milk Company (Limited).	Manufacturing and selling articles prepared from milk.	Sheepcote Farm, Harrow	6 Feb. -	7	121	6,000	600	500	10 - -	5,000 - -	21	" ditto.
255	Northern Bengal Railway Company (Limited).	Constructing a railway in Bengal	2, King's Arms-yard, London.	6 Feb. -	7	1,400	2,000,000	100,000	1,400	Not stated	Not stated -	7	Not known.
256	Clara Silver Lead Mining Company (Limited).	Working the Clara Mine, situate at Llanbadarn, in the county of Cardigan.	2, Copthall-buildings, London.	6 Feb. -	7	955	8,000	2,000	2,000	3 5 -	6,024 11 3	20	Dissolved.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*[d].

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Act, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
257	County and General Gas Consumers' Company (Limited).	Manufacturing and supplying gas in various provincial towns.	76, King William-street, London.	6 Feb. -	8	200	50,000	10,000	{ 5,873 786	5 – – 1 – –	31,057 – –	130	Still in operation.
258	Smittergill Head Lead Mining Company (Limited).	Working a mine in the manor of Ouseby, in the county of Cumberland.	Smittergill Head, Ouseby, Cumberland.	7 Feb. -	17	33	5,625	40	40	165 – –	4,520 – –	16	Dissolved.
259	Sheppy Gas Consumers' Company (Limited).	Supplying the Isle of Sheppy with gas.	14, Edward-street, Bankstown, Sheerness.	7 Feb. -	10	90	15,000	3,000	2,800	5 – –	13,925 5 –	165	Still in operation.
260	Central Wales Company (Limited).	Leasing the Vale of Towy Railway.	Not stated - -	9 Feb. -	8	1,000	20,000	1,000	1,000	Not stated	Not stated -	8	Dissolved.
261	Dolwen Lead Mining Company (Limited).	Working the Dolwen Mine, situate at Llanfihangel-y-Croythen, in the county of Cardigan.	37, New Bridge-street, Blackfriars, London.	9 Feb. -	7	1,600	5,000	5,000	2,100	1 – –	2,035 5 –	11	No longer in operation.
262	North Cheshire Waterworks Company (Limited).	Supplying Altrincham, Bowden, and Sale with water.	16, Kennedy-street, Manchester.	10 Feb. -	10	220	20,000	4,000	{ 3,000 1,000	5 – – 4 – –	18,995 – –	114	Still in operation.
263	Great Britain and International Advertising, Printing, and Publishing Company (Limited).	To establish printing, publishing, and advertising offices, and to carry on the business of printers and publishers.	84, Fleet-street, London.	10 Feb. -	7	142	20,000	20,000	142	Not stated	Not stated -	7	No longer in operation.
264	Wisbeach Corn Exchange Company (Limited).	Erecting a corn exchange at Wisbeach, in the county of Cambridge.	Chase-street, Eastfield, Wisbeach.	11 Feb. -	7	44	4,000	800	796	5 – –	3,980 – –	92	Still in operation.
265	Todmorden Joint Stock Mill Company (Limited).	Erecting cotton mills at Todmorden, and letting same.	Church-street, Todmorden, Lancashire.	11 Feb. -	16	1,235	10,000	10,000	5,500	1 – –	5,455 – –	69	- ditto.
266	British Mutual Investment, Loan, and Discount Company (Limited).	Receiving money on deposit, and making loans on security.	17, Bridge-street, Blackfriars, London.	12 Feb. -	9	325	200,000	20,000	13,219	3 – –	39,622 – –	238	- ditto.
267	North Lincolnshire Shipbuilding Company (Limited).	Building ships - - - -	13, Basinghall-street, London.	12 Feb. -	9	1,325	50,000	5,000	1,325	Not stated	Not stated -	9	No longer in operation.
268	Rawmarsh and Greasbrough Gas Company (Limited).	Supplying the parishes of Rawmarsh and Greasbrough with gas.	Parkgate, Rawmarsh, Yorkshire.	13 Feb. -	10	78	2,400	480	480	4 – –	1,920 – –	64	Still in operation.
269	Low Furness Iron and Steel Company (Limited).	Carrying on the business of iron-masters, steel converters, and refiners.	Ulverstone, Lancashire	13 Feb. -	8	1,755	60,000	6,000	2,045	10 – –	17,425 18 6	115	Dissolved.
270	New Bradwell Bread and Flour Company (Limited).	Grinding wheat, and supplying bread and flour of the best quality.	55, New Bradwell, Buckingham.	14 Feb. -	12	106	2,000	4,000	3,031	– 10 –	1,447 – –	200	- ditto.
271	Nanteos and Penrhiew Consolidated Mines Company (Limited).	Mining for lead and other ores and minerals.	117, Bishopsgate-street, London.	14 Feb. -	7	1,051	12,500	5000	5,000	2 10 –	12,500 – –	64	- ditto.
272	Strathalbyn Mining and Smelting Company (Limited).	Carrying on the business of a mining and smelting company in Australia.	St. Michael's House, St. Michael's-alley, 65, Cornhill, London.	16 Feb. -	7	8,158	62,820	{ * 7,820 †50,000	7,819 43,865	1 – – 1 2 –	55,965 10 –	281	Still in operation.
273	Portsea Island Conveyance Company (Limited).	Conveying passengers and goods, in omnibuses, &c., from place to place in the island of Portsea.	Not stated - - -	16 Feb.	10	47	1,000	500	495	2 – –	930 – –	93	Not known.

274	Hennock Black Ore Company (Limited).	Working and raising iron and black ores.	10, Austinfriars, London.	17 Feb. -	7	975	800	1,600	975	Not stated	Not stated -	7	Dissolved.
275	Castell Lead Mining Company (Limited).	Working the Castell Mine, at Llanfihangel-y-Croythen, in the county of Cardigan.	37, New Bridge street, Blackfriars, London.	18 Feb. -	7	3,470	6,000	6,000	5,720	- 16 6	4,677 10 -	34	- ditto.
276	Bute Dock Steam Towing Company (Limited), now called Cardiff and Penarth Steam Towing Company (Limited).	Towing ships and vessels - -	29, Bute-street, Cardiff	20 Feb. -	7	140	The shares of this Company have been converted into stock, amounting to -				13,072 10 -	- -	Still in operation.
277	Redcar Gas Company (Limited).	Supplying Redcar, in the county of York, with gas.	Redcar Gasworks, Yorkshire.	21 Feb. -	7	200	2,000	400	400	5 - -	2,000 - -	20	- ditto.
278	Sutton Gas Light and Coke Company (Limited).	Supplying Sutton with gas -	Sutton, Surrey - -	23 Feb. -	15	234	4,300	430	419	10 - -	4,190 - -	31	- ditto.
279	Presteigne Gas and Coke Company (Limited).	Supplying Presteigne, in the county of Radnor, with gas.	Hereford-street, Presteigne, Radnor.	24 Feb. -	8	49	1,300	130	122	10 - -	1,126 - -	42	- ditto.
280	Bangor and Portmadoc Slate and Slab Company (Limited).	Working slate, slab, and other quarries in South Wales.	Ynysypandy, near Tremadoc, Carnarvon.	25 Feb. -	9	5,250	120,250	12,750 *5,250	4,125 5,250	- 5 - 20 - -	106,031 5 -	14	- ditto.
281	Co-operative Society of George Winskill and Company (Limited).	Carrying on a co-operative shop at Shaddongate, Carlisle, for the sale of provisions and drapery.	Shaddongate, Carlisle, Cumberland.	27 Feb. -	13	13	325	50	18	1 - -	117 - -	18	- ditto.
282	London Bread Company (Limited).	Manufacturing and selling flour and bread.	Not stated - -	27 Feb. -	7	280	20,000	20,000	280	Not stated	Not stated -	7	No longer in operation.
283	Bodcol Lead Mining Company (Limited).	Working the Bodcol Mine, situate at Llanfihangel-y-Croythen, in the county of Cardigan.	37, New Bridge-street, Blackfriars, London.	27 Feb. -	7	803	10,000	5,000	2,235	1 17 -	4,107 15 -	9	- ditto.
284	Fitzroy Pantechnicon Company (Limited).	Providing a building to be used for warehousing furniture and other property.	Not stated - -	28 Feb. -	8	135	20,000	2,000	135	Not stated	Not stated -	8	- ditto.
285	Moreton-in-Marsh Building Company (Limited).	Carrying on the business of builders and brick and tile makers.	- ditto - - -	28 Feb. -	7	117	5,000	1,000	117	- ditto -	- ditto - -	7	Not known.
286	British Chronometer, Watch, and Clock Company (Limited).	Manufacturing chronometers, clocks, and watches.	79, Lombard-street, City of London.	2 Mar. -	7	532	60,000	60,000	532	- ditto -	- ditto - -	7	No longer in operation.
287	Workington Waterworks Company (Limited).	Supplying Workington with water.	House of J. Burnett, Bow-street, Workington, Cumberland.	2 Mar. -	7	360	8,000	1,600	1,600	5 - -	8,000 - -	108	Still in operation.
288	Haworth Gas Company (Limited).	Supplying Haworth, in the county of York, with gas.	388, Main-street, Haworth, Yorkshire.	2 Mar. -	7	70	3,000	600	245	5 - -	1,225 - -	50	- ditto.
289	Mercantile Union Loan and Investment Company (Limited).	Dealing in freehold, copyhold, and leasehold property, and lending money.	27, Aldgate, London -	3 Mar. -	9	450	20,000	20,000	4,337 455 100 2,461 300 50 9,242	1 - - - 15 - - 14 - - 10 - - 6 8 - 6 - - 5 -	8,404 - -	118	- ditto.
290	Barnsley Coal Company (Limited).	Working seams, beds, or strata of coal.	Not stated - - -	3 Mar. -	68	215	4,000	400	68	Not stated	Not stated -	68	Wound up.
291	South Western Hotel Company (Limited).	Establishing an hotel in the parishes of Weybridge and Walton-on-Thames.	Oatlands Park, Surrey	3 Mar. -	7	310	82,000	16,400	13,187	5 - -	65,769 - -	208	Still in operation.
292	Hayle and Bristol Steam Packet Company (Limited).	Conveying passengers and goods, in ships or boats, between such places as the Company may from time to time determine.	Hayle, Cornwall - -	4 Mar. -	7	207	28,750	1,150	1,150	20 - -	23,000 - -	115	- ditto.
293	Birmingham Mendelssohn Hall Company (Limited).	Purchasing the Music Hall situate in Broad-street, Birmingham, and letting same.	23, Broad-street, Birmingham,	4 Mar. -	7	90	10,000	1,000	90	Not stated	Not stated -	7	No longer in operation.

* Preference. Ordinary.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
294	Arley Pottery and Fire-brick Company (Limited).	Carrying on mining and colliery works at Upper Arley, in Staffordshire.	Upper Arley, near Bewdley, Staffordshire.	5 Mar.	15	45	46,000	2,300	2,300	20 – –	46,000 – –	15	Dissolved.
295	London Patent Medicine Company (Limited).	Dealing in patent and other medicines.	Falcon-court, 32, Fleet-street, London.	5 Mar.	7	131	25,000	25,000	131	Not stated	Not stated	7	Not known.
296	Island of Anglesey Coal and Coke Company (Limited).	Raising and vending coal and clays, and manufacturing fire-bricks.	1, Winchester-buildings, Great Winchester-street, London.	6 Mar.	8	2,400	50,000	10,000	4,000	5 – –	5 – –	25	No longer in operation.
297	Millom Mining Company (Limited),	Working mines at Underhill, in the parish of Millom and Thwaites, in the county of Cumberland.	Ulverston, Lancashire	6 Mar.	9	500	6,000	6,000	4,500	1 – –	4,487 12 5	9	Still in operation.
298	Bellevue Estate Company (Limited).	Dealing in land	St. George's Hall, East Stonehouse, Devon.	7 Mar.	11	80	12,000	100	80	18 – –	1,140 – –	10	– ditto.
299	Mediterranean, Levant, and Black Sea Steam Navigation Company (Limited),	Conveying goods and passengers by steam and other vessels between England, the Mediterranean Sea, the Levant, and the Black Sea.	Not stated	7 Mar.	7	155	10,000	1,000	155	Not stated	Not stated	7	No longer in operation.
300	Hudiksvall Steam Sawing Mill Company (Limited).	Purchasing forests in Sweden, and erecting steam or water sawing mills for converting the timber into deals, and selling timber and deals.	Mitre Chambers, 157, Fenchurch-street, London.	7 Mar.	10	18	56,400	90	48 42	1,000 – – 200 – –	56,400 – –	24	Still in operation.
301	Westerham Gas and Coke Company (Limited),	Supplying Westerham with gas and coke.	Mr. Hooker, High-street, Westerham, Kent.	9 Mar.	36	149	2,500	250	225	10 – –	2,500 – –	44	– ditto.
302	Portsmouth and Gosport Co-operative Company (Limited),	Dealing in cattle, wheat, flour, bread, butter, cheese, &c., groceries, and clothing.	Commercial-road, Portsea, Hants.	10 Mar.	20	35	2,000	4,000	Not stated	– 10 –	377 10 –	615	– ditto.
303	Leeds, Pudsey, and Districts Co-operative Flour Company (Limited).	Working a co-operative flour-mill.	60, Mabgate, Leeds, York.	10 Mar.	11	52	6,250	5,000	1,393	1 5 –	1,741 5 –	459	– ditto.
304	Calcutta and South Eastern Railway Company (Limited).	Constructing a railway in India	211, 214, Gresham House, Old Broad-street, London.	13 Mar.	7	1,150	The shares of this Company have been converted into stock, amounting to				318,050 – –	– –	– ditto.
305	South-west of Ireland Mining Company (Limited).	Working copper mines in the west and south-west districts of Ireland.	26, Throgmorton-street, London.	13 Mar.	7	867	15,000	6,000	4,000 Class A. 400 Class B.	2 10 – 1 – –	10,400 – –	36	Dissolved.
306	Madras Irrigation and Canal Company (Limited),	Constructing works for the irrigation of land and canals in the Presidency of Madras, and conveying goods and passengers on such canals.	34, Cannon-street West, London.	14 Mar.	7	23	1,000	50	23	Not stated	Not stated	7	Incorporated by Act of Parliament.
307	Brighton Hotel Company (Limited).	Establishing an hotel at Brighton	6, Basinghall-street, London.	14 Mar.	8	87	50,000	10,000	87	– ditto –	– ditto –	8	No longer in operation.
308	Taliesin Silver Lead Mining Company (Limited),	Working a silver lead mine in the county of Cardigan.	32, Moorgate-street, London.	16 Mar.	7	550	25,000	5,000	550	– ditto –	– ditto –	7	– ditto.

309	Sleaford Corn Exchange Company (Limited).	Erecting a corn exchange, at Sleaford, in the county of Lincoln.	Corn Exchange, Marketplace, New Sleaford, Lincoln.	16 Mar. -	83	440	3,000	300	300	11 - -	1,100 - -	13	No longer in operation.
310	Pwll-yr Engine Company (Limited).	Working a coal mine at Llandebrie, in the county of Carmarthen.	10, Austin-friars, London.	17 Mar. -	8	1,795	2,500	2,500	1,915	1 - -	1,915 - -	13	No longer in operation.
311	Midland Mining Company (Limited).	Working mines and minerals in England.	Chesterfield, Derby -	17 Mar. -	7	157	250,000	1,050	956	5 - -	4,780 - -	88	Wound up.
312	British Agricultural Company (Limited).	Manufacturing manures and all articles used for agricultural purposes, and dealing in seeds and live stock.	30, Old Broad-street, London.	17 Mar. -	7	630	100,000	100,000	6,243	1 - -	3,002 - -	37	No longer in operation.
313	North of India Tramroad Company (Limited).	Introducing a cheap system of communication throughout the north of India by means of tramroads and railways.	Gresham House, Old Broad-street, London.	18 Mar. -	7	350	1,000,000	50,000	350	Not stated	Not stated -	7	- ditto.
314	Beniowski's Patent Printing Company (Limited).	Working certain improvements in the apparatus used for printing, patented by Beniowski.	8, Bow-street, Covent-garden, Middlesex.	18 Mar. -	7	7	200,000	200,000	59,532	1 - -	7 - -	28	Still in operation.
315	Loughtea Slate Company (Limited).	Working the Loughtea Slate Quarry, in the county of Tipperary.	3, Pinner's-court, Old Broad-street, London.	19 Mar. -	8	2,110	10,000	5,000	5,000	2 - -	9,047 - -	15	Dissolved.
316	Kensington Association for providing improved Dwellings for the Labouring Classes (Limited).	Providing improved dwellings for the labouring classes at Kensington.	2, High-street, Kensington, Middlesex.	19 Mar. -	9	169	10,000	2,000	169	Not stated	Not stated -	9	- ditto.
317	Wednesbury Recreation Society (Limited).	Providing a building at Wednesbury, to be used as a lecture hall, library, reading-rooms, &c. &c.	Wednesbury, in the county of Stafford.	20 Mar. -	30	1,435	6,000	6,000	1,435	- ditto -	- ditto -	30	Wound up.
318	Bog Mining Company (Limited).	Working the bog mine in the parish of Wentnor, in the county of Salop.	13, Burton-street, Eaton-square, Middlesex.	23 Mar. -	7	16,180	30,000	20,000	1,280 371 167 25 157 140 2	1 - - - 15 - - 10 - 1 5 - - 7 - - 5 - - 12 6	1,764 4 -	147	Dissolved.
319	Bangor Slate Company (Limited).	Working the Bangor Slate Quarries, situate at Llanleched, in the county of Carnarvon.	6, Great Winchester-street, London.	23 Mar. -	7	821	100,000	4,700	1,687	50 - -	82,534 15 4	14	Still in operation.
320	Levant Mineral Company (Limited).	Acquiring and working mines in Turkey and elsewhere in the Levant.	2, New Broad-street, London.	23 Mar. -	7	4,720	250,000	25,000	17,160	2 10 -	42,900 - -	90	Dissolved.
321	Whitchurch Gas Company (Limited).	Supplying Whitchurch, in the county of Hants, with gas.	Gas Works, Whitchurch, county Hants.	24 Mar. -	8	230	7,000	7,000	2,196	- 10 -	1,098 - -	19	Still in operation.
322	Downham Market Gas and Coke Company (Limited).	Supplying Downham Market, in the county of Norfolk, with gas.	At Mr. Trotter's, Bridge-street, Downham Market, Norfolk.	25 Mar. -	8	70	3,000	300	285	10 - -	285 - -	30	- ditto.
323	Honduras Inter-Oceanic Railway Company (Limited).	Constructing a railway in Honduras.	11, New Broad-street, City of London.	26 Mar. -	8	400	2,050,000	100,000	540	Not stated	6,760 - -	50	Dissolved.
324	Great Southern of India Railway Company (Limited).	Constructing a railway in the provinces of Southern India.	2, Leadenhall-street, City of London.	27 Mar. -	7	70	1,000,000	50,000	70	- ditto -	Not stated -	7	Incorporated by Act of Parliament.
325	Talargoch Mining Company (Limited).	Working the Talargoch Mine in the parishes of Dyserth and Meliden, in the county of Flint.	Talargoch, Dyserth, near Rhyl, Flintshire.	27 Mar. -	8	812	44,160	4,416	4,416	10 - -	44,160 - -	37	Still in operation.
326	Bearhaven and Tracton Mineral Company (Limited).	Working a lead mine at Tracton, in the county of Cork, and exploring lands in the locality of Bearhaven for minerals.	Not stated - - -	28 Mar. -	7	1,610	2,000	2,000	1,610	Not stated	Not stated -	7	Business and assets of this Company transferred to the Tracton Mineral Company.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£			£. s. d.	£. s. d.		
327	Alcester Corn Exchange Company (Limited).	Erecting a corn exchange at Alcester, in the county of Warwick.	Alcester, in the county of Warwick.	28 Mar.	15	76	1,500	300	300	– –	1,500 – –	69	Still in operation.
328	Trinidad Railway Company (Limited).	Constructing a railway and dealing in land in the island of Trinidad.	80, Old Broad-street, London.	30 Mar.	8	500	300,000	30,000	3,085	1 – –	2,603 15 –	32	- ditto.
329	General Smelting and Refining Company (Limited).	Smelting and refining ores - -	1, New Broad-street, City of London.	31 Mar.	7	640	5,000	2,000	640	Not stated	Not stated -	7	Wound up.
330	Whitby Iron Company (Limited).	Raising ironstone and ore, and manufacturing and selling same.	17, Albion-street, Leeds, county of York.	31 Mar.	8	825	40,0 0	4,000	{ 2,000 2,000	{ 10 – – 2 – –	} 22,807 10 –	26	- ditto.
331	Selby Flax Rettery Company (Limited).	Preparing flax, tow, or similar fibrous material.	4, Park-row, Leeds, Yorkshire.	31 Mar.	7	700	10,000	10,000	700	Not stated	Not stated -	7	Dissolved.
332	Leather Fabric Company (Limited).	Working a patented invention for the manufacture of leather.	East London Works, Mile-end, Middlesex.	1 April	7	400	15,000	750	400	- ditto -	7,780 – –	7	- ditto.
333	Llangollen Slab and Slate Company (Limited).	Raising slates and slabs, and manufacturing same into articles for sale.	6, Queen-street-place, City of London.	2 April	22	144	37,500	600	{ *300 †249	{ 100 – – 25 – –	} 34,980 – –	45	Still in operation.
334	Woodhouses Gas Company (Limited).	Supplying the village of Woodhouses with gas.	Mount Pleasant, Woodhouses, near Ashton-under-Lyne.	3 April	7	25	1,000	200	140	5/ – –	700 – –	28	- ditto.
335	Tassan Mining Company (Limited.)	Working the Tassan lead mine, situate at Clontibert, in the county of Monaghan.	9, Market-street, Bradford.	3 April	7	7,254	20,000	20,000	19,856	– 19 6	2,273 16 –	41	Dissolved.
336	British Improved Soap Company (Limited).	Manufacturing soap on Groux's improved principle.	61, King William-street, City of London.	4 April	7	163	20,000	2,000	638	3 – –	1,405 – –	16	No longer in operation.
337	Canadian Grain Company (Limited).	Trafficking, by means of barges, boats, and ships, in grain and merchandize in the United States and other parts of North America.	21, Water-street, Liverpool.	4 April	11	34	18,000	36	36	500 – –	17,700 – –	12	Dissolved.
338	Great Welsh Union Slate Company (Limited).	Working the Hillsborough slate works, the Beavor's Pool, and other quarries, situate in the counties of Merioneth and Carnarvon.	Wallbrook House, Wallbrook, London.	4 April	8	40	250,000	50,000	40	Not stated	Not stated -	8	No longer in operation.
339	Exhall Coal Mining Company (Limited).	Mining for coal and ironstone at Exhall, in the county of Warwick.	4, Brabant-court, Philpot-lane, London.	4 April	8	1,708	80,000	8,000	7,456	10 – –	74,560 – –	72	Wound up.
340	Paragon and Spero Coal Mining Company (Limited).	Working for coals and other minerals in the Forest of Dean.	Not stated - - -	6 April	7	510	20,000	2,000	510	Not stated	Not stated -	7	No longer in operation.
341	Reliance Loan, Discount, and Investment Company (Limited).	Lending money on security -	44, Leicester-square, Middlesex.	6 April	7	36	20,000	20,000	36	- ditto -	- ditto - -	7	Not known.
342	Patent Derrick Company (Limited).	Purchasing and working a patent invention for raising and recovering sunken, wrecked, and stranded vessels.	27, Cornhill, London -	7 April	7	475	100,000	2,000	843	50 – –	41,945 – –	48	Wound up.

343	Hartlepool Colliery Company (Limited).	Raising and selling coals - - -	26, Nicholas-lane, Lombard-street, London.	13 April	7	4,570	65,000	13,000	4,570	Not stated	Not stated -	7	Wound up.
344	Lintz Colliery Company (Limited).	Working the Lintz Colliery, in the parish of Tanfield, in the county of Durham.	Lintz Colliery, parish of Tanfield, county of Durham.	13 April	13	230	35,000	350	300	100 - -	30,000 - -	13	Still in operation.
345	Weymouth and Channel Islands Steam Packet Company (Limited).	Conveying goods and passengers between the port of Weymouth and the Islands of Guernsey and Jersey.	18, South Parade, parish of Melcombe Regis, Dorset.	14 April	8	90	60,160	6,016	6,012	*10 - -	38,330 - -	497	- ditto.
346	Sheerness Waterworks Company (Limited).	Supplying Sheerness with water -	Not stated - - -	14 April	7	78	10,000	2,000	78	Not stated	Not stated -	7	No longer in operation.
347	Hastings and St. Leonards Hotel Company (Limited).	Carrying on the business of hotel and lodging-house keepers.	70, Lincoln's Inn-fields, London.	16 April	13	1,365	40,000	8,000	2,215	5 - -	10,057 2 9	43	Still in operation.
348	New Holtzappel Copper, Silver, Lead, and Zinc Mining Company (Limited).	To acquire and work certain mines situate near the town of Obernhof, in the duchy of Nassau.	37, New Bridge-street, Blackfriars, London.	16 April	9	1,958	5,000	5,000	4,640	- 18 -	4,176 - -	17	No longer in operation.
349	Catholic Publishing and Bookselling Company (Limited).	The publication and the sale of works connected with Catholic literature in all its departments.	53, New Bond-street, London.	16 April	7	1,035	40,000	40,000	30,150	1 - -	30,150 - -	1,432	Still in operation.
350	Devonshire Agricultural and Manure Company (Limited).	The manufacture of artificial manures, the sale of seeds and oil cakes, and all kinds of agricultural implements.	10, Market-street, city of Exeter.	18 April	7	56	10,000	2,000	2,000	5 - -	10,000 - -	81	- ditto.
351	Bream Iron Mining Company (Limited).	To acquire certain iron mines in or near the Forest of Dean, and to work, let, or sell the same.	72, Old Broad-street, in the City of London.	21 April	7	900	20,000	20,000	20,000	- 10 -	10,000 - -	12	No longer in operation.
352	North Eastern Deep Sea Fishing Company (Limited).	Deep sea fishing - - -	The New Quay, in the borough of Tynemouth, Northumberland.	22 April	7	295	10,000	1,000	531	5 - -	2,185 - -	39	- ditto.
353	Burlington Quay, Victoria Rooms Company (Limited).	To purchase the buildings and premises at Burlington Quay, Yorkshire, known as the Victoria Public Rooms, and to let the same for the purpose of profit.	Garrison-street, Burlington Quay, county of York.	22 April	20	70	1,400	70	70	20 - -	1,400 - -	18	Still in operation.
354	Thames Graving Dock Company (Limited).	To construct graving docks on the principle of two patents obtained by Mr. G. Clark, to lease or work such docks, and repair vessels therein.	65, Fenchurch-street, London.	22 April	7	10	150,000	Consisting partly of shares and partly of stock, the total amount of capital received being - - - -			95,200 - -	35	- ditto.
355	British and Irish Magnetic Telegraph Company (Limited).	To provide telegraphic communication between different places, whether situate in the United Kingdom or elsewhere.	2, Exchange-buildings, Liverpool.	22 April	7	594	617,939	ditto -	ditto -	ditto -	102,769 - -	374	- ditto.
356	Cardigan South Bog Silver Lead Mining Company (Limited).	To lease and work certain mines situate in the parish of Caron, in the county of Cardigan.	Wellington Chambers, 40, Bennett's-hill, Birmingham.	27 April	9	490	6,000	6,000	5,838	1 - -	5,768 - -	35	Dissolved.
357	Tropical Fibre Company (Burke's patents), (Limited).	The purchase and working of certain patents for the extracting of the fibres from certain plants.	4, George-yard, Lombard-street, London.	28 April	8	66	6,600	66	66	80 - -	5,280 - -	8	No longer in operation.
358	Bute Merthyr Steam Coal Association (Limited).	Mining in the Merthyr district of the county of Glamorgan, and the manufacture and sale of steam fuel.	4½A, Warnford-court, Throgmorton-street, London.	29 April	7	1,845	50,000	2,500	1,000 Class A. 1,500 Class B.	20 - -	9,360 - -	12	Dissolved.

* Ordinary. † Preference.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
359	British and Colonial Educational Association (Limited).	To purchase and carry on the business of Mr. Robert Mimpriss, of Aldine Chambers, and to promote the adoption of the system of graduated simultaneous instruction projected by him.	5, New Bridge-street, Blackfriars.	29 April	10	185	10,000	10,000	1,088	1 – –	1,039 – –	141	Still in operation.
360	Hopton Wood Stone Company (Limited).	Stone and marble merchants -	Wirksworth, in the county of Derby.	30 April	7	84	18,000	360	349½	50 – –	17,475 – –	44	- ditto.
361	Corrugated Metal Boat and Army Waggon Company (Limited).	To take assignments of certain letters patent granted to Joseph Francis, of New York, for improvements in the construction of metallic boats, &c.	Not stated - - -	2 May -	7	1,200	20,000	2,000	* 830 † 830	8 – – not liable to calls.	6,640 – –	14	- ditto.
362	Patent Power Loom Company (Limited).	To make, use, exercise, and vend a certain invention called "Improvements in looms for weaving carpets or other looped fabrics."	25, College-hill, Camden-street West, London.	2 May -	7	9,500	100,000	10,000	9,500	Not stated	Not stated -	7	No longer in operation.
363	Sheepshed Gas and Coke Company (Limited).	Supplying Sheepshed, in the county of Leicester, with gas.	Sheepshed, in the county of Leicester.	2 May -	11	125	2,825	565	565	5 – –	2,825 – –	34	Still in operation.
364	Norton District Union Corn Mill Company (Limited).	For supplying the shareholders of the company with pure and unadulterated flour.	Norton, county of York	2 May -	7	26	1,000	1,000	26	Not stated	Not stated -	7	Dissolved.
365	Woolwich Steam Packet Company (Limited).	The conveyance of passengers and goods on the River Thames or elsewhere; the towing of vessels, and the purchase of the good-will, vessels, and other property of the Woolwich Steam Packet Company.	Roff's Wharf, Woolwich, county Kent.	7 May -	7	197	22,500	3,000	2,998	5 – –	14,990 – –	180	Still in operation.
366	Great Barrier Land, Harbour, and Mining Company (Limited).	To acquire the Great Barrier Estate, at the mouth of the Gulf, at the head of which is the town of Auckland, in New Zealand, and to develope its resources by such means as may be thought fit.	8, Austin Friars, City of London.	7 May -	8	800	50,000	10,000	8,000	4 10 –	35,975 – –	91	- ditto.
367	Baltic Company (Limited) -	To purchase the property known as the "South Sea House," and letting the whole or a portion thereof to the subscribers to the Baltic Coffee House.	39, 40, and 41, Threadneedle-street, London.	8 May -	8	8	32,000	1,600	‡1,000 § 600	20 – –	32,000 – –	130	- ditto.
368	Dun Mountain Copper Mining Company (Limited).	Mining and smelting in New Zealand.	29, New Bridge-street, London.	8 May -	20	20,000	78,165	78,165	78,165	1 – –	78,165 – –	378	- ditto.
369	London Newspaper Company (Limited).	Printing and publishing a newspaper.	6, Southampton-street, Strand, Middlesex.	8 May -	7	199	1,000	200	199	Not stated	Not stated -	7	Not known.

370	Elsecar, Wentworth, and Hoyland Gaslight and Coke Company (Limited).	To supply the villages of Elsecar, Wentworth, and Hoyland with gas.	Elsecar, near Rotherham, Yorkshire.	9 May -	9	85	4,000	800	800	5 - -	4,000 - -	50	Still in operation.
371	Over and Wharton Gas Company (Limited).	To supply the town of Over and Wharton, in the county of Chester, with gas.	Company's Gas Works, in Over.	9 May -	21	549	5,000	5,000	2,632	1 - -	2,632 - -	82	- ditto.
372	Forest of Dean and South Wales Iron, Coal, and Coke Company (Limited).	Mining in the Forest of Dean and South Wales.	Not stated - - -	9 May -	7	1,770	250,000	25,000	1,770	Not stated	Not stated -	7	Not known.
373	Cornwall Great Consolidated Lead and Copper Mining Company (Limited).	To purchase and work certain mines in Cornwall, and generally to carry on mining and smelting operations in any parts of England and Wales.	8, New Broad-street, City of London.	11 May -	8	7,440	24,000	12,000	10,856	2 - -	2 - -	183	Wound up.
374	Metropolitan Bath Company (Limited).	To provide an extensive bathing establishment adapted to the upper and middle classes.	71, Jermyn-street, St. James', Middlesex.	11 May -	9	155	10,000	1,000	155	Not stated	Not stated -	9	Dissolved.
375	Wharfe Dale Mining Company (Limited).	To carry on mining operations in England.	34, Commercial-street, Leeds, county of York.	12 May -	7	7,175	4,000	8,000	8,000	- 4 -	1,476 7 6	21	Still in operation.
376	North Staffordshire Coal and Iron Company (Limited).	Mining for coal, ironstone, and other minerals in the counties of Stafford and Chester, or either of them.	Crown Bank, Talk-o'-th'-hill, Staffordshire.	12 May -	19	180	120,000	1,300	865 84	100 - - 50 - -	59,852 8 3	49	- ditto.
377	Preserved Fresh Raw Meat and Hide and Skin Company (Limited).	The preservation of animal and vegetable substances for food, and also hides and skins by a patent process.	1, Lime-street-square, London.	12 May -	7	175	11,500	1,150	461	10 - -	3,445 - -	21	- ditto.
378	Spessart and Vogelsberg Mining Company (Limited).	Mining for copper, silver, &c. in the kingdom of Bavaria, &c.	15, Old Broad-street, London.	12 May -	7	404	6,250	625	625	10 - -	6,250 - -	8	No longer in operation.
379	Western Deposit and Advance Company (Limited).	To receive money on deposit, grant loans, to make advances on mortgage, to discount bills, and to purchase and sell annuities, &c.	16, Langham-street, St. Marylebone, Middlesex.	12 May -	9	250	20,000	2,000	458	4 16 -	1,829 10 -	35	Wound up.
380	House and Estate Investment Society (Limited).	Purchasing, selling, or letting freehold, leasehold, and copyhold property.	16, Fish-street-hill, London.	13 May -	7	530	50,000	10,000	530	Not stated	Not stated -	7	No longer in operation.
381	Fenny Stratford Gaslight and Coke Company (Limited).	To supply the town of Fenny Stratford, in the county of Buckingham, with gas.	Cross-street, Fenny Stratford, Buckinghamshire.	13 May -	8	27	1,200	120	120	10 - -	1,200 - -	20	Still in operation.
382	Gresham House Estate Company (Limited).	To take a conveyance of the Gresham House Estate, and other property in the City of London; to erect buildings thereon, and to sell or let the same.	48, Gresham House, Old Broad-street, in the City of London.	14 May -	10	2,400	240,000	2,400	2,400	50 - -	120,000 - -	21	- ditto.
383	Wolverhampton Library New Building Company (Limited).	To provide a library and reading-room, with suitable offices, at Wolverhampton.	Not stated - - -	14 May -	22	175	2,320	464	464	5 - -	2,243 - -	52	- ditto.
384	Northumberland and Durham Deep Sea Fishing Company (Limited).	Deep sea fishing - - -	8, Dean-street, South Shields, Durham.	14 May -	7	455	10,000	5,000	1,263	2 - -	2,113 - -	47	- ditto.
385	Calder Vale Co-operative Building and Commercial Society (Limited).	Cotton spinning - - -	Calder Vale, Pudsey, near Todmorden, Lancaster.	15 May -	7	42	5,000	1,000	517	5 - -	2,522 5 -	122	- ditto.

* Ordinary. † Patentees. ‡ Original. § Additional.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£ s. d.		
386	Newfoundland Mining Association (Limited).	Mining in Newfoundland and its dependencies.	36, Booth-street, Manchester.	16 May	11	10,500	50,000	50,000	37,500	– 2 –	3,425 – –	56	Dissolved.
387	Chelmsford Corn Exchange Company (Limited).	To provide a corn exchange for the town of Chelmsford.	Tindal-square, Chelmsford, Essex.	16 May	8	160	10,000	1,000	1,000	10 – –	10,000 – –	65	Still in operation.
388	Okehampton Mining Company (Limited).	Mining at Okehampton, in Devonshire.	Not stated	18 May	7	2,150	10,000	10,000	2,150	Not stated	Not stated	7	No longer in operation.
389	Stragdale Mining Company (Limited).	To take over, hold and work certain mines and mineral lands, situate in the parish of Alstonfield, in the county of Stafford.	6, Lyons Inn, Strand, Middlesex.	18 May	7	220	7,000	7,000	220	ditto	ditto	7	ditto.
390	London Starch Company (Limited).	To work a patent method of manufacturing starch and other articles.	2, Winchester Buildings, City of London.	21 May	7	1,205	25,000	5,000	1,205	ditto	ditto	7	ditto.
391	Improved Elastic Permanent Way Company (Limited).	The purchase of certain patented or other improvements in chairs, &c., for the permanent way of railways.	11, Pall-mall East, City of Westminster.	21 May	7	355	25,000	25,000	355	ditto	ditto	7	ditto.
392	Nottingham Hosiery Company (Limited).	The manufacture and sale of various descriptions of hosiery goods.	Sherwood-street, Nottingham.	21 May	7	300	3,000	300	300	10 – –	3,000 – –	3	Dissolved.
393	Leather Cloth Company (Limited).	The manufacture of leather cloth, and of moleskins, oil cloths, and other productions of a similar kind.	West Ham, Essex	22 May	12	956	90,000	4,500	4,310	20 – –	86,200 – –	95	Still in operation.
394	Clew Bay General Mining Company (Limited).	To acquire and work the Clew Bay Mines, situate in the barony of Burrishoole, in the county of Mayo, in Ireland.	32, Great Winchester-street, City of London.	22 May	7	7	12,690	1,269	7	Not stated	Not stated	7	Dissolved.
395	Port Madoc Gas Company (Limited).	To supply the towns of Port Madoc and Pre Madoc, in the county of Carnarvon, with gas.	Ynystowyn, Port Madoc, county of Carnarvon.	23 May	9	140	3,500	700	643	5 – –	3,215 – –	83	Still in operation.
396	Albion Loan and Discount Company (Limited).	Lending money and discounting bills.	Pool Buildings, 10, South Castle-street, Liverpool.	23 May	7	70	100,000	10,000	251	5 – –	1,496 – –	35	ditto.
397	Staffordshire Iron Ore Company (Limited).	Mining for iron ore or other minerals, within the limits of the Light Oaks Estate, at Cheadle.	26, Throgmorton-street, London.	23 May	8	54	6,000	60	54	Not stated	Not stated	8	Not known.

398	Osoms Hill Mining Company (Limited).	To purchase the right in, and to work the grant of, certain mineral property under the Osoms Hill Farm at Grindon, in Staffordshire.	27A, Bucklersbury, London.	25 May -	8	1,070	20,000	4,000	1,091	2 – –	- ditto -	12	No longer in operation.
399	Forest of Dean Transit Company (Limited).	To lease or purchase the Severn and Wye Railway, to make branches therefrom into Dean Forest, and to purchase one or more steam or other vessels for the conveyance of goods, passengers, &c.	Sydney, Gloucester -	27 May -	7	800	4,000	800	800	Not stated	Not stated -	7	- ditto.
400	Brynglass Silver Lead Mining Company (Limited).	The working of the Brynglass Silver Lead Mine at Llanbadarnfaur, in the county of Carnarvon.	Talbot Chambers, Shrewsbury.	28 May -	7	840	6,000	4,000	4,000	1 10 –	5,972 10 –	42	Wound up.
401	Otford Root Distillery Company (Limited).	To carry on the business of a root distillery at Otford, in Kent.	Otford, in Kent -	28 May -	8	60	3,000	300	179	10 – –	1,594 10 –	38	No longer in operation.
402	Cambridge Music Hall and Public Rooms Company (Limited).	To erect a building or buildings to be used for a music hall, public rooms, for an hotel, and for public baths.	Not stated - - -	1 June -	7	293	17,500	3,500	293	Not stated	Not stated -	7	- ditto.
403	Buxton Market Company (Limited).	The construction of a market-house, and the establishment and maintenance of a market at Buxton.	Buxton, Derby - -	3 June -	58	430	1,080	432	432	2 10 –	1,080 – –	52	Still in operation.
404	Matlock Bridge, Matlock Bank, and Matlock Town Gaslight and Coke Company (Limited).	To supply Matlock and its neighbourhood with gas.	Matlock, Derby - -	3 June -	10	130	1,200	240	240	5 – –	1,200 – –	14	- ditto.
405	East of Cornwall Consolidated Mines Company (Limited).	To acquire and work certain mines in the county of Cornwall, known as the Wheal Messer Mines.	72, Old Broad-street, London.	3 June -	7	915	15,000	6,000	915	Not stated	Not stated -	7	No longer in operation.
406	Didcot Corn Exchange Company (Limited).	To provide a corn exchange at Didcot, in Berkshire.	Junction Hotel, Didcot, Berks.	5 June -	7	37	2,500	300	187	10 – –	1,870 – –	41	Still in operation.
407	Birmingham Temperance Hall Company (Limited).	To erect a hall and other buildings in the borough of Birmingham for the use and accommodation of the Birmingham Temperance Society.	Not stated - - -	6 June -	12	27	2,500	2,500	27	Not stated	Not stated -	12	- ditto.
408	West India Company (Limited)	The growth and cultivation of sugar, and other West India produce, taking lands on lease, or otherwise improving and developing the same, and disposing thereof.	Not stated - - -	6 June -	7	110	1,000	200	110	- ditto -	- ditto -	7	No longer in operation.
409	United Building Land and Investment Company (Limited)	The purchase and sale of freehold and other estates, lending money at interest, receiving money on deposit, discounting bills, &c.	29, Poultry, London -	11 June -	8	320	50,000	10,000	3,522	4 – –	13,004 – –	91	Still in operation.
410	Thirsk Poor Man's Union Corn Mill Company (Limited).	To supply the shareholders of the Company with flour and meal at the lowest price.	Long-street, Thirsk, York.	12 June -	7	7	1,000	2,000	585	- 10 –	292 10 –	284	- ditto.
411	Westminster Palace Hotel Company (Limited).	To erect, furnish, and maintain an hotel in the city of Westminster.	Victoria-street, Westminster.	12 June -	7	25	130,000	13,000	13,000	10 – –	130,000 – –	353	- ditto.
412	Lindfield Gaslight and Coke Company (Limited).	To supply the town of Lindfield, in Sussex, with gas.	Lindfield, Sussex -	13 June -	16	69	1,500	300	201	5 – –	1,005 – –	33	- ditto.
413	Liverpool and Pwllheli Granite Company (Limited).	Quarrying for stone and granite at Pwllheli.	Not stated - - -	13 June -	8	803	15,000	* 750 † 750	750 256	10 – – Nil	2,501 10 –	38	Dissolved.

* General. † Special.

I.—Companies Formed or Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
414	National Patent Cork Cutting Company (Limited).	Cork cutting by certain patent machinery.	19, Bucklersbury, London.	16 June -	8	7,052	25,000	25,000	7,052	Not stated	Not stated	8	No longer in operation.
415	Wallingford and Crowmarsh Root Distillery Company (Limited).	To carry on the business of a root distillery at Crowmarsh, in the county of Oxford.	Crowmarsh, Oxford -	20 June -	8	68	3,500	140	68	- ditto -	- ditto -	8	Wound up.
416	Talyllyn United Slate Quarries Company (Limited).	Slate quarrying - - - -	17, Gracechurch-street, London.	20 June -	7	1,744	60,000	20,000	9,855	3 - -	29,565 - -	31	Still in operation.
417	Mediterranean Extension Telegraph Company (Limited).	To complete the telegraphic communication between England and Malta, and Corfu.	158, 159, Gresham House, Old Broad-street, London.	22 June -	7	350	152,000	15,200	15,200	10 - -	152,000 - -	173	- ditto.
418	London and General Paper Company (Limited).	Paper making - - - - -	Wookey, near Wells, Somerset.	22 June -	7	1,790	10,000	2,000	1,790	Not stated	Not stated	7	No longer in operation.
419	Smoke Consuming and Fuel Company (Limited).	To work a patent method of consuming smoke in furnaces or fire-places.	Not stated - - -	22 June -	7	305	6,000	600	305	- ditto -	- ditto -	7	Not known.
420	Lancaster Steam Navigation and Shipping Company (Limited).	To provide steam communication between Lancaster and Liverpool, and such other places as may be determined on.	Not stated - - -	22 June -	36	400	5,000	500	433	10 - -	4,330 - -	44	Still in operation.
421	People's Investment Association (Limited).	Lending money and discounting bills.	31, Market-street, Manchester.	26 June -	7	405	50,000	5,000	405	Not stated	Not stated	7	No longer in operation.
422	Nayland Gas Company (Limited).	Supplying Nayland, in the county of Suffolk, with gas.	Nayland, Suffolk -	26 June -	7	53	600	120	90	5 - -	450 - -	15	Still in operation.
423	Aberavon Gas and Coke Consumers Company (Limited).	To supply the town and district of Aberavon, in the county of Glamorgan, with gas.	Carnarvon-road, Aberavon, Glamorganshire.	26 June -	7	17	1,800	360	222	5 - -	1,085 - -	54	- ditto.
424	Patent Type Founding Company (Limited).	Type founding, sale of type, and other articles connected with printing, the purchase and working of certain letters patent for improvements in the manufacture of type, &c.	31, Red Lion-square, Middlesex.	26 June -	12	485	20,000	2,000	2,000	10 - -	20,000 - -	25	- ditto.
425	Electric Light and Colour Company (Limited).	Manufacturing colours, either by electricity or otherwise, and to purchase the assets and right of the Electric Power Light and Colour Company.	11, Adam-street, Adelphi, Middlesex.	27 June -	7	35	50,000	50,000	35	Not stated	Not stated	7	No longer in operation.
426	Eston Odd Fellows' Building Company (Limited).	To erect a building at Eston, in the county of York, to contain among other apartments, a meeting room for Odd Fellows.	Odd Fellows' Hall, Eston, York.	29 June -	25	319	1,200	1,200	963	1 - -	963 - -	67	Still in operation.
427	Cardiff Preserved Coal and Coke Company (Limited).	The working, under license, of a patent method of preserving coal and coke.	Black Wear, Cardiff -	30 June -	7	712	20,000	4,000	1,904	5 - -	9,490 - -	23	No longer in operation.
428	General Furnishing and Upholstery Company (Limited).	Cabinet makers, upholsterers, undertakers, and house and estate agents.	25, Baker-street, Portman-square.	1 July -	9	950	15,000	1,500	1,382	10 - -	13,820 - -	9	Still in operation.

429	West of England Steam Flour Mills and Bakery Company (Limited).	Buying and selling grain, milling and selling flour, &c., baking and sale of bread.	2, Old Fish-street, London.	1 July -	7	860	30,000	30,000	6,507	- 12 6	2,580 - -	211	Dissolved.
430	North Essex Photeinos Company (Limited).	Manufacturing manure - -	Manor Farm, Roxwell, Essex.	3 July -	7	80	25,000	5,000	Not stated	- 10 -	3,032 10 -	49	Still in operation.
431	Market Rasen Corn Exchange and Market Company (Limited).	To provide a building to be used as a corn exchange or corn market at Market Rasen, Lincolnshire.	Queen-street, Market Rasen, Lincoln.	4 July -	130	716	6,000	12,000	717	5 - -	3,585 - -	120	- ditto.
432	Norwich Boot and Shoe Company (Limited).	The manufacture and sale, in all its branches, of boots and shoes.	97, Pottergate-street, Norwich.	4 July -	7	70	10,000	10,000	70	Not stated	Not stated -	7	No longer in operation.
433	Midland Counties Timber Sawing and Turning Company (Limited).	The sawing, turning, and working up of timber generally into manufactured articles, and for the purchase and sale of timber.	Not stated - - -	7 July -	7	310	10,000	2,000	1,336	5 - -	6,530 - -	47	- ditto.
434	Great Caradon and Slade Mining Company (Limited).	To purchase the Great Caradon and Slade Mine in Cornwall, and generally to carry on the business of mining and smelting.	14, Bladno-buildings, Bath.	8 July -	7	4,310	15,000	15,000	10,499	1 - -	10,266 1 6	339	Dissolved.
435	North of Europe Gaslight and Coke Company (Limited).	Supplying gas to such places in Europe as the company may think fit.	14, Lincoln's Inn-fields, Middlesex.	9 July -	7	440	50,000	10,000	1,264	5 - -	6,305 - -	19	Still in operation.
436	Jointed Ship Company (Limited).	The purchase and working of a patent invention for improvements in the construction of ships and vessels.	25, Rood-lane, London	11 July -	8	130	10,000	1,000	220	7 - -	1,365 - -	16	No longer in operation.
437	Swindon Waterworks Company (Limited).	The supply of water to the parish of Swindon, in the county of Wilts, and to the neighbourhood thereof.	High-street, Swindon, Wilts.	13 July -	11	415	8,500	8,500	635	- 1 -	31 15 -	21	Still in operation.
438	Bon Accord Copper Mining Company (Limited).	To purchase the freehold property known as the "Bon Accord," situate in South Australia, and working and developing its resources as a mineral property.	24, Gresham street, London.	14 July -	8	4,140	75,000	75,000	75,000	1 - -	74,899 12 6	781	- ditto.
439	Plymouth Foundry and Engine Works Company (Limited).	To carry on the business of a foundry and general smithery, and the general trade of iron and metal dealers at Plymouth or elsewhere.	Frankfort-square, Russell-street, Plymouth, Devon.	15 July -	8	750	20,000	2,000	2,000	6 - -	12,000 - -	109	- ditto.
440	Aldershot Manure Company (Limited).	The manufacture and sale of manures.	17, London-street, Fenchurch-street, London.	17 July -	7	105	5,000	250	207	20 - -	4,140 - -	15	- ditto.
414	Coventry Theatre Lessee Company (Limited).	To purchase the lease, plant, and properties of the Theatre Royal, Coventry, and carrying on the same for the benefit of the company.	Theatre-yard, Smithford-street, Coventry.	17 July -	8	10	1,000	50	30	20 - -	600 - -	19	- ditto.
442	West India and Pacific Telegraph Company (Limited).	To establish a system of telegraphic communication between the West India Islands, North, South, and Central America, and other places, as may be determined on.	Not stated - - -	20 July -	13	65	500,000	25,000	65	Not stated	Not stated -	13	No longer in operation.
443	Dwelling-house Improvement Company (Limited).	The construction and adaptation of dwelling houses and lodgings, for the use of the middle and working classes, of an improved description.	31, Cursitor-street, Chancery-lane, London.	21 July -	7	280	100,000	50,000	463	- 15 -	464 19 4	19	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*[d].

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	In England—*continued.*												
	(1.) Under Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
444	Great Wigston Gaslight and Coke Company (Limited).	To supply the village of Great Wigston, in the county of Leicester, with gas.	Millstone-lane, Leicester.	22 July -	7	210	2,850	Orig. 530 New 200	530 170	5 – – 1 – –	2,720 – –	56	Still in operation.
445	Subsoil and Cottage Improvement Company (Limited).	The working of a method for preparing the subsoil of fields, gardens, &c., by the formation of underground channels for the supply of liquid manure and air, the manufacture of tiles for the above purpose, and for making bricks for building improved cottages, &c.	Middle Wharf, Great Scotland-yard, Whitehall, Middlesex.	22 July -	7	35	25,000	500 15,000	Nil 37	5 – –	110 – –	7	No longer in operation.
446	Leominster Corn Exchange Company (Limited).	To erect a building to be used as a corn exchange at Leominster, with rooms for public and other meetings, and a club and reading room for the use of the inhabitants.	Corn-square, Leominster, Hereford.	24 July -	54	141	3,000	300	294	10 – –	2,880 – –	106	Still in operation.
447	Llandudno Water and Gas Company (Limited).	Supplying the town of Llandudno, in the county of Carnarvon, with gas and water.	Church-walks, Llandudno, Carnarvon.	24 July -	13	150	1,500	1,500	894	10 – –	8,936 – –	51	- ditto.
448	Westbury Iron Company (Limited).	To raise coal and iron ore in the counties of Wilts and Somerset, and to carry on the business of coal and iron masters.	Not stated - - -	24 July -	12	12	42,200	Orig. 11 A. 11 B. 10 C. 30	11 11 10 30	1,500 – – 700 – – 300 – – 500 – –	42,200 – –	11	- ditto.
449	Thrapston Gas and Coke Company (Limited).	Supplying the town and neighbourhood of Thrapston with gas	Mr. Robert Fowler Elands, Neve Villa, Thrapstone, Northampton.	25 July -	9	73	1,600	160	160	10 – –	1,600 – –	26	- ditto.
450	Victoria Foundry Company (Limited).	The building of iron steamboats, engines, boilers, lighthouses, &c. and for this purpose to purchase the property of the Victoria Foundry.	Victoria Foundry, Creek Bridge-road, Greenwich, Kent.	28 July -	7	219	50,000	1,000	219	Not stated	Not stated -	7	No longer in operation.
451	London Cork Company (Limited).	Cork cutting - - - -	17, Mason-street, Lambeth, Surrey.	29 July -	8	1,210	50,000	50,000	8,119	1 – –	7,511 10 –	22	- ditto.
452	Weedon, Daventry, Southam, and Harbury Junction Railway Company (Limited).	To make a railway from the station at Weedon, on the North Western Railway, to the Oxford and Birmingham Railway at the Harbury station.	12, Hanover-street, Hanover-square, Middlesex.	30 July -	7	7	5,000	500	7	Not stated	Not stated -	7	- ditto.

453	Redhill and Reigate Cottage Improvement Society (Limited).	To erect houses at Redhill and Reigate, in the county of Surrey, to be let to the working classes in those districts.	Market House, Redhill	30 July -	8	120	8,000	800	661	10 - -	6,610 - -	28	Still in operation.
454	Danube and Black Sea Railway and Kustendjie Harbour Company (Limited).	To make a railway from Kustendjie to Tchernavoda, on the Danube; to construct a harbour at Kustendjie; also to make other railways, within or contiguous to the dominions of the Sublime Porte, if thought fit.	24, Abingdon-street, Westminster.	30 July -	7	290	475,000	7,750	Orig. 3,236 Pref. 3,750	100 - - 20 - -	395,645 - -	157	- ditto.
455	Stoney Way Mining Company (Limited).	Raising and smelting lead ore within the county of Derby.	101, Fitzwilliam-street, Sheffield, York.	1 Aug. -	12	360	2,000	2,000	2,000	1 - -	2,000 - -	70	- ditto.
456	Joint Stock Merchant Tailors and General Outfitting Company (Limited).	Tailors and general outfitters -	Not stated - - -	1 Aug. -	7	26	2,000	1,000	26	Not stated	Not stated -	7	No longer in operation.
457	Alliance Steam Navigation Company (Limited).	The usual business of shipbuilders and shipowners.	Not stated - - -	3 Aug. -	7	7	100,000	100,000	7	- ditto -	- ditto -	7	- ditto.
458	County Palatine Loan and Investment Company (Limited).	Lending money - - -	34, Church-street, Liverpool.	6 Aug. -	7	60	30,000	3,000	901 1,099	10 - - - 10 -	9,559 10 -	96	- ditto.
459	Wilts and Gloucester Agricultural Distillery Company (Limited).	To carry out the several businesses of distillers, manufacturers, and farmers; to manufacture manures, and to erect and work a saw mill.	Minety, near Malmesbury, Wilts.	8 Aug. -	7	1,750	11,000	5,500	3,340	1 - -	3,340 - -	40	Dissolved.
460	London Warming and Ventilating Company (Limited).	The warming and ventilating of buildings.	26, Great George-street, Westminster.	10 Aug. -	8	550	10,000	5,000	2,220	1 2 6	2,385 5 -	13	Still in operation.
461	Tamar Steam Navigation Company (Limited).	The conveyance of passengers and goods in ships or boats on the River Tamar.	Tamar Wharf, Moricetown, Devonport.	11 Aug. -	7	830	6,400	1,280	1,250	4 5 -	5,309 - -	24	Wound up.
462	Northwich Waterworks Company (Limited).	Supplying the town of Northwich and its suburbs with water.	Gas Works, Crumb Hill, Northwich, Chester.	11 Aug. -	30	245	2,500	250	250	10 - -	2,500 - -	29	Still in operation.
463	Copiapo Smelting Company (Limited).	Mining and smelting in Chili and elsewhere.	2, New Broad-street, London.	12 A2g. -	7	1,600	100,000	10,000	5,000	10 - -	49,775 - -	35	- ditto.
464	Bavarian Company (Limited) -	Coal mining in the neighbourhood of Irsee, in Bavaria.	3, Adelaide-place, City, London.	12 Aug. -	7	132	20,000	800	162	25 - -	4,025 - -	11	- ditto.
465	London District Advance Company (Limited).	To invest the funds of the Company in land and house property, and to make advances on mortgages and valuable securities of every kind.	Monument Chambers, 15, Fish-street Hill, London.	15 Aug. -	8	67	50,000	2,500	198	7 - -	1,506 - -	22	- ditto.
466	Coventry and Warwickshire Mutual Money Society (Limited).	To raise capital fund, and to make advances from the same by way of loan to the shareholders of the company.	115, Little Park-street, Coventry.	15 Aug. -	9	62	25,000	1,000	536	3 5 -	755 15 -	222	- ditto.
467	Auction and Estate Agency Company (Limited).	Auctioneers and estate agents -	Not stated - - -	18 Aug. -	7	28	10,000	1,000	28	Not stated	Not stated -	7	No longer in operation.
468	Woolton Gaslight Company (Limited).	Supplying gas to Much Woolton, and Little Woolton, and adjoining districts.	Rodick-place, Much Woolton, Lancaster.	18 Aug. -	10	68	3,000	600	600	5 - -	3,000 - -	63	Still in operation.
469	Port of Hartlepool and London Screw Steam Shipping Company (Limited).	Conveying goods and passengers by sea to and from West Hartlepool and London and other ports.	5, Victoria-terrace, West Hartlepool, Durham.	19 Aug. -	9	167	10,000	500	304	20 - -	6,080 - -	21	No longer in operation.
470	Plymouth Seed, Agricultural Implement, and Manure Company (Limited).	Purchasing and growing seeds, manufacturing agricultural implements and manures.	67, Welbeck-street, Cavendish-square, London.	21 Aug. -	14	2,328	30,000	3,000	2,000	7 10 -	15,000 - -	27	Still in operation.

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
471	Basford's Patent Gas Company (Limited).	Purchasing and working patents for improvements in the manufacture of gas.	19, Arundel-street, Strand, London.	21 Aug.	8	1,159	25,000	5,000	1,737	5 – –	8,500 – –	13	No longer in operation.
472	Coed Mawr Pool Lead Mining Company (Limited).	Working lead and other mines	25A, Bucklersbury, London.	21 Aug.	7	1,215	20,000	4,000	3,565	5 – –	14,962 13 6	28	Still in operation.
473	Lancashire Waggon Company (Limited).	Making railway waggons and trucks.	Corn Market-buildings, Broad-street, Bury.	22 Aug.	12	173	60,960	6,096	6,096	10 – –	39,575 – –	137	- ditto.
474	Hornsey Gas Company (Limited).	Manufacturing gas, and selling coal, coke, and wood.	34, Cursitor-street, Chancery-lane, Middlesex.	22 Aug.	7	270	10,000	1,000	709	10 – –	7,030 – –	28	- ditto.
475	New Zealand and Australian Mail Steam Navigation Company (Limited).	Conveying the mails, goods, and passengers between Australia and New Zealand.	Not stated	25 Aug.	8	90	200,000	20,000	90	Not stated	Not stated	8	No longer in operation.
476	South Bog Mining and Smelting Company (Limited).	Working mines in the county of Shropshire.	61, Moorgate-street, London.	25 Aug.	7	652	8,450	1,300	652	- ditto -	- ditto -	7	Dissolved.
477	English Widows and General Advance Association (Limited).	Granting loans, and receiving money on deposit.	67, Fleet-street, London	26 Aug.	7	110	20,000	20,000	992	1 – –	782 – –	37	Not known.
478	Eastern and Red Sea Telegraph Company (Limited).	Establishing telegraphic communication between Great Britain, the East Indies and China.	8, Moorgate-street, London.	1 Sept.	7	700	300,000	60,000	700	Not stated	Not stated	7	No longer in operation.
479	Patent Gold Washing Company (Limited).	Working gold mines, and patent inventions for washing and purifying gold.	90, Hatton-garden, Middlesex.	1 Sept.	8	8	2,000	20	8	- ditto -	- ditto -	8	- ditto.
480	Keynsham Gas Company (Limited).	Supplying Keynsham, in the county of Somerset, with gas.	Gas Works, Keynsham, Somerset.		9	38	2,200	220	220	10 – –	2,200 – –	31	Still in operation.
481	British and Foreign Ships' Sheathing Protection Company (Limited).	Working inventions for the protection and preservation of metals used in sheathing ships.	101, Leadenhall-street, London.	3 Sept.	9	1,400	50,000	50,000	10,000 2,000	1 – – – 15 –	11,310 – –	12	Dissolved.
482	Denton, Droylsden and Newton Heath Waterworks Company (Limited).	Supplying Denton, Droylesden, and Newton Heath with water.	Not stated	4 Sept.	7	26	20,000	2,000	26	Not stated	Not stated	7	No longer in operation.
483	Lancashire Investment Loan and Discount Company (Limited).	Advancing money on security	65, King-street, Manchester.	4 Sept.	7	140	50,000	10,000	369	1 – –	369 – –	18	Dissolved.
484	River Tamar Copper Mining Company (Limited).	Working copper and other mines in the counties of Cornwall and Devon.	10, King's Arms-yard, Moorgate-street, London.	4 Sept.	7	1,000	10,000	10,000	7,610	1 – –	7,264 7 6	136	Still in operation.
485	Carshalton Gas and Coke Company (Limited).	Supplying Carshalton with gas	The Wrythe, Carshalton, Surrey.	5 Sept.	8	89	6,500	650	650	10 – –	6,500 – –	33	- ditto.
486	Architectural Union Company (Limited).	Providing a building to be used by societies, directly or indirectly connected with the architectural profession, as meeting-rooms, galleries for exhibitions, &c.	9, Conduit-street, Regent-street, London.	5 Sept.	7	70	15,000	1,500	1,037	10 – –	10,370 – –	119	- ditto.

487	St. Helen's Alkali, Blue Vitriol, and Metal Company (Limited).	Manufacturing alkali and blue vitriol, and re-covering metals.	Not stated - - -	7 Sept. -	10	1,055	33,000	5,500	4,220	5 12 -	23,380 - -	90	Dissolved.
488	Droylsden New Gas Company (Limited).	Supplying Droylsden and Fairfield with gas.	Not stated - - -	7 Sept. -	7	200	10,000	500	500	10 - -	5,000 - -	30	Incorporated by Act of Parliament.
489	Krautschied Mining Company (Limited).	Working the Consolidated Louise Mines, in the district of Asbach, in the province of Wied Prussia.	Not stated - - -	8 Sept. .	11	10,547	6,000	12,000	11,455	- 10 -	5,516 12 10	15	Dissolved.
490	Maria Anna and Steinbank Coal and Coke Company (Limited).	Working coal mines in Westphalia	4, Wason's-buildings, Harrington-street, Liverpool.	9 Sept. -	9	3,836	160,000	16,000	6,466 4,240 2,000	10 - - 5 - - 2 10 -	125,591 10 -	56	Still in operation.
491	Red Sea Telegraph Company (Limited).	Establishing telegraphic communication between Great Britain, the East Indies, and China.	8, Moorgate-street, London.	- -	7	700	300,000	60,000	700	Not stated	Not stated -	7	No longer in operation.
492	Central Italian Copper Mining Company (Limited).	Working copper mines in the Grand Duchy of Tuscany, and other parts of Central Italy.	No. 2, New Broad-street, London.	10 Sept. -	7	2,030	50,000	25,000	Class A. 7,000 B.10,000	Not liable - 9 -	4,450 - -	50	- ditto.
493	Part Town Estate Company (Limited).	Purchasing lands on the Park Town estate and erecting buildings thereon.	1, St. Aldate-street, Oxford.	10 Sept. -	8	26	23,400	780	275	30 - -	8,235 - -	31	Dissolved.
494	Hendre Mine Company (Limited).	Working mines in the county of Flint.	Hendre, Halkin, Flintshire.	11 Sept. -	7	16	6,000	24	24	135 - -	3,240 - -	12	- ditto.
495	Anglo-French Improved Tram Railroad Company (Limited).	Making and working tram or railroads on common roads.	36, Cannon-street, City, London.	11 Sept. -	7	11	240,000	12,000	11	- Nil -	- Nil -	7	No longer in operation.
496	Midland Sack Association (Limited).	Lending sacks for hire - -	10, North-street, Derby	12 Sept. -	7	80	5,000	1,000	80	Not stated	Not stated -	7	- ditto.
497	General Smoke Consumers' Company (Limited).	Working a patent method of consuming smoke in furnaces or fire-places.	Not stated - - -	15 Sept. -	7	1,994	20,000	2,000	1,994	- ditto -	- ditto -	7	- ditto.
498	Tenbury Corn Exchange and Public Buildings Company (Limited).	Providing buildings for a corn exchange, county court offices, concerts, and other purposes.	Office of W. Norriss, Esq., Terne-street, Tenbury, Worcester.	16 Sept. -	65	142	1,850	185	185	10 - -	1,850 - -	85	Still in operation.
499	Cymdyle Copper Mining Company (Limited).	Working copper and other mines in the county of Carnarvon.	High-street, Bangor, Carnarvon.	16 Sept. -	7	20	2,000	40	40	40 - -	1,560 - -	17	- ditto.
500	Park Hill Mining Company, Dean Forest (Limited).	Working the Park Hill Colliery, and the Park Hill Iron Mine, situate in the county of Gloucester.	House of Mr. Fryer, Newland, Gloucester.	17 Sept. -	14	61	18,300	183	104	100 - - 37 10 -	8,867 10 -	24	- ditto.
501	Pimlico Rooms and Literary Institution Building Association.	Erecting a building suitable for the purposes of the Pimlico Literary Institution.	Winchester-street, Pimlico.	18 Sept. -	7	120	5,000	5,000	3,329	1 - -	2,248 10 -	224	- ditto.
502	Harwood Mining Company (Limited).	Working lead, copper, and other mines.	21, Cumberland-row, Newcastle-on-Tyne.	21 Sept. -	8	2,700	6,400	6,400	6,390	- 5 6	1,426 13 8	38	- ditto.
503	Britannia Brewery Company, Worcester (Limited).	Brewing and selling malt liquors	In the Claines City, Worcester.	24 Sept. -	7	175	20,000	2,000	Old 1,000 New1,000	10 - - 5 - -	15,000 - -	51	- ditto.
504	General Discount Company (Limited).	Discounting bills of exchange and promissory notes.	Not stated - - -	26 Sept. -	9	575	100,000	10,000	4,617	2 10 -	11,542 10 -	140	Dissolved.
505	Piedmontese Mining Company (Limited).	Working mines in Sardinia and the Canton of Tessin, in Switzerland.	10, Regent-street, London, S.W.	28 Sept. -	7	1,050	65,000	65,000	4,545	1 - -	4,545 - -	17	- ditto.
506	Brazilian Land and Mining Company (Limited).	Acquiring lands and mines in Brazil, and working same.	25, Poultry, London -	29 Sept. -	8	830	50,000	10,000	8,090	5 - -	40,450 - -	77	Still in operation.
507	Gerriant Slate Company (Limited).	Raising, manufacturing, and selling slates and slabs.	10A, King's Arms-yard, Moorgate-street, London.	29 Sept. -	7	406	12,000	6,000	406	Not stated	Not stated -	7	No longer in operation.
508	New Malden Gas Company (Limited).	Manufacturing gas and coke -	Chesnut-grove, Malden, Surrey.	29 Sept. -	8	320	2,000	2,000	575	- 17 6	420 5 -	29	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont'd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
509	Anglo-French Porcelain Company (Limited).	Manufacturing earthenware, china, crockery, and other articles manufactured from clay.	35, Moorgate-street, London.	1 Oct.	7	7	64,000	3,200	2,363	20 – –	47,364 – –	29	Still in operation.
510	South African Railway Company (Limited).	Making a railway in the Cape of Good Hope, commencing from Cape Town to the Paarl and Wellington.	Not stated	3 Oct.	7	70	500,000	25,000	70	Not stated	Not stated	7	No longer in operation.
511	Midland Counties Newspaper Company (Limited).	Publishing a newspaper in Dudley, to be called, "The Dudley and Midland Counties Express and Mining Gazette."	Wolverhampton-street, Dudley.	6 Oct.	7	223	5,000	2,500	432	2 – –	616 8 11	19	ditto.
512	Wellingborough Corn Exchange Company (Limited).	Erecting a corn exchange at Wellingborough, in the county of Northamptonshire.	Market-square, Wellingborough, Northamptonshire.	8 Oct.	20	57	5,000	200	148	25 – –	3,650 – –	70	Still in operation.
513	Exeter Deposit, Loan, and Discount Company (Limited).	Lending money on security	No. 1, Castle-square, Exeter.	9 Oct.	8	455	30,000	1,500	1,500	10 – –	14,990 – –	12	ditto.
514	Calland's Patent Tanning Company (Limited).	Manufacturing leather	Marshgate-lane, Stratford, Essex.	10 Oct.	10	3,000	30,000	3,000	3,000	10 – –	30,000 – –	10	No longer in operation.
515	Metallurgic Company (Limited).	Purchasing and dealing in metals.	5, Charing-cross, S.W.	– –	7	16	23,400	234	18	100 – –	1,800 – –	7	ditto.
516	Swaffham Corn Exchange and Public Rooms Company (Limited).	Erecting a corn exchange and public rooms at Swaffham, in the county of Norfolk.	Office of Mr. W. G. Winearls, Castleacre, near Swaffham.	– –	7	53	1,300	260	203	5 – –	995 – –	51	Still in operation.
517	Great Wheal Martha Mining Company (Limited).	Working mines in the counties of Devon and Cornwall.	12, Copthall-court, London.	12 Oct.	7	610	10,000	10,000	10,000	– 17 6	8,150 9 6	253	Dissolved.
518	London Omnibus Tramway Company (Limited).	Making tramways and working same with carriages drawn by horses, for conveyance of passengers and goods in the streets of London.	454, West Strand, Middlesex.	13 Oct.	7	650	20,000	5,000	650	Not stated	Not stated	7	Wound up.
519	Esher Gas Company (Limited)	Supplying Esher with gas	Not stated	16 Oct.	10	97	3,000	600	97	Not stated	Not stated	10	No longer in operation.
520	Oxfordshire Wine Company (Limited).	Wine and spirit merchants	42, Corn Market-street, Oxford.	16 Oct.	7	74	6,000	240	240	25 – –	1,800 – –	7	ditto.
521	Midland Dining Rooms Company (Limited).	Establishing dining-rooms, &c., at Birmingham.	44, Cherry-street, Birmingham.	16 Oct.	13	13	7,000	1,400	13	Not stated	Not stated	13	ditto.
522	Liverpool North Shore Flour and Rice Mill Company (Limited).	Rice and flour dealers and millers	113, Boundry-street, Liverpool.	20 Oct.	8	1,233	90,000	4,500	4,500	20 – –	90,900 – –	57	Still in operation.
523	Wiveliscombe Gas Light and Coke Company (Limited).	Supplying Wiveliscombe with gas.	Not stated	24 Oct.	9	107	2,000	400	400	5 – –	2,000 – –	35	ditto.
524	High Wycombe Deposit, Loan, and Discount Company (Limited).	Lending money on security	Mr. F. Mannings, Oxford-road, High Wycombe, Bucks.	27 Oct.	8	1,000	10,000	10,000	3,500	– 18 –½	3,157 10 –	24	ditto.
525	Irthlingborough Gas and Coke Company (Limited).	Supplying Irthlingborough with gas.	Higham Ferrars, Northampton	29 Oct.	28	180	1,800	180	180	10 – –	1,800 – –	23	ditto.

526	Dale Mining Company (Limited)	Mining for copper, tin, lead, and other metals at Warslow, in the county of Stafford.	5, Adam-court, Old Broad-street, E.C.	29 Oct. -	7	355	21,000	21,000	20	- 15 -	£15,107 - -	154	- ditto.
527	Tradesmen's Monetary Company (Limited).	Lending money to subscribers -	Not stated - - -	29 Oct. -	7	350	50,000	25,000	350	Not stated	Not stated -	7	No longer in operation.
528	Wadhurst Ironstone Mining Company (Limited).	Mining for iron ore at Wadhurst, in the county of Sussex.	Snape, Wadhurst, Sussex	29 Oct. -	7	196	2,000	400	400	5 - -	2,000 - -	7	Still in operation.
529	Montgomery Gas Company (Limited).	Supplying Montgomery with gas	Cherbury-road, Montgomery.	30 Oct. -	7	48	2,000	400	252	5 - -	1,260 - -	33	- ditto.
530	China Clay Company (Limited)	Manufacturing and selling clay and fire bricks.	Town Mills, Bath, Somerset.	2 Nov. -	8	160	10,000	200	200	50 - -	10,000 - -	9	Dissolved.
531	St. George's Hall Company (Limited).	Establishing a music hall at Bradford, in the county of York.	Not stated - - -	2 Nov. -	101	1,528	36,000	3,600	Orig. 1,600 Pref. 2,000	10 - - 10 - -	21,055 - -	234	Still in operation.
532	Surrey Brewery Company (Limited).	Brewers and maltsters - -	Mitcham, Surrey - -	3 Nov. -	7	76	12,000	600	400	20 - -	8,000 - -	49	- ditto.
533	Croydon Gas Consumers' Company (Limited).	Supplying Croydon with gas -	No. 60, North End, Croydon.	3 Nov. -	29	480	12,000	2,400	480	Not stated	Not stated -	29	No longer in operation.
534	Dalrhiew Copper and Lead Mining Company (Limited).	Working the Dalrhiew Mines of Llanwithwl, in the county of Brecon.	25 A, Bucklersbury, London.	4 Nov. -	7	435	15,000	3,000	2,410	- 9 6	1,022 10 -	35	Wound up.
535	Eastbourne Waterworks Company (Limited).	Supplying South Bourne, in the county of Sussex, with water.	The works near Susans, at Eastbourne, Sussex.	4 Nov. -	7	61	5,000	250	230	20 - -	4,600 - -	26	No longer in operation.
536	British Whalebone Company (Limited).	Working a patent for manufacturing artificial whalebone and tortoiseshell.	Not stated - - -	9 Nov. -	7	7	20,000	40	7	Not stated	Not stated -	7	- ditto.
537	Nanty Car Mining Company (Limited).	Working the Nanty Car copper mines, in the county of Brecon.	8, Old Jewry, London -	14 Nov. -	7	500	12,000	3,000	500	- ditto -	- ditto -	7	Dissolved.
538	Llanelly Waggon Company (Limited).	Building, selling, and leasing railway waggons and carriages.	Llanelly New Dock, Llanelly, Carmarthen.	14 Nov. -	7	400	10,000	1,000	971	10 - -	9,710 - -	8	Still in operation.
539	Devon and Cornwall Tamar Steam Packet Company (Limited).	Conveying passengers and merchandise in steam and other vessels on any of the rivers, waters, or creeks in the counties of Devon and Cornwall and at sea, within 20 miles of the said coasts of Devon and Cornwall.	Calstock, Cornwall -	14 Nov. -	8	425	13,500	1,350	1,350	5 - -	6,750 - -	61	- ditto.
540	Wheal Henry Helvellyn Lead Mining Company (Limited).	Working mines in England -	4, Park-road, Leeds, Yorkshire.	19 Nov. -	7	1,735	6,000	6,000	5,050	1 - -	5,050 - -	91	Wound up.
541	Tyne Head Mining Company (Limited).	Working copper, lead, and other mines.	21, Cumberland-row, Newcastle-on-Tyne.	20 Nov. -	8	2,450	6,400	6,400	6,400	- 14 6	2,839 15 8	20	Still in operation.
542	Birmingham and District Coal and Coke Company (Limited).	Trading in coals, coke, manures, lime, bricks, slates, and timber.	76, Newhall-street, Birmingham.	21 Nov. -	7	38	5,000	5,000	4,839	- 15 -	3,299 10 -	371	- ditto.
543	York Brick and Tile Company (Limited).	Manufacturing bricks, tiles, and other earthenware.	Not stated - - -	25 Nov. -	7	7	10,000	1,000	7	Not stated	Not stated -	7	No longer in operation.
544	Orchard Mining Company (Limited).	Working certain mines at Smitterton, in Derbyshire.	Matlock Bank, Matlock, Derby.	26 Nov. -	10	320	6,000	1,200	2,400	1 l. on 1,200 Original. 1 l. 0 s. 6 d. on 1,200 New.	2,356 7 -	53	Still in operation.
545	French and Belgian Patent Power Loom Company (Limited).	Making, using, and vending a certain invention called "Improvements in Looms for Weaving Carpets or other Fabrics."	25, Lawrence Pountney-lane, London.	1 Dec. -	7	2,982	30,000	3,000	3,000	10 - -	30,000 - -	9	No longer in operation.
546	Lady Eliza Mining Company (Limited).	Working mines in the county of Carmarthen.	11, Pall Mall East, Middlesex.	3 Dec. -	11	556	5,000	2,500	2,500	1 12 -	3,946 19 -	39	- ditto.
547	Old Providence Lead and Coal Field Company (Limited).	Working certain mines situate in the manor or lordship of Kettlewell.	40, Albion-street, Leeds, Yorkshire.	3 Dec. -	8	300	15,750	315	315	50 - -	15,750 -	7	Dissolved.
548	Elland-cum-Greetland Mill Company.	Erecting a mill or factory, or letting same.	Wellington Inn, Southgate, Elland, Yorkshire.	5 Dec. -	7	77	12,000	1,200	396	Old, 5 l. 12 s. New, 1 l. 12 s.	1,633 12 -	49	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
549	Somerton Gas Company (Limited)	Supplying Somerton with gas -	Mr. Welch's, Broad-street, Somerton, Somerset.	7 Dec. -	7	95	1,500	150	150	10 - -	1,490 - -	27	Dissolved.
550	Steam Power and Public Works Fuel Company.	Supplying, under contracts or on commission, coals, coke, and artificial fuels.	2, Primrose-street, City, London.	7 Dec. -	7	62	1,000	1,000	62	Not stated	Not stated -	7	No longer in operation.
551	Habana Cigar Company (Limited)	Purchasing and selling foreign cigars and tobacco.	48, Pall Mall, St. James', Middlesex.	7 Dec. -	12	452	50,000	5,000	1,725	10 - -	17,250 - -	31	Wound up.
552	Fish Culture, Curing, and Manure Company (Limited).	Fishing in the River Dart, or any other rivers in the United Kingdom, and manufacturing manures from fish.	No. 2, Derby-street, S.W., Westminster.	12 Dec. -	7	1,505	5,000	5,000	5,000	1 - -	4,837 10 -	16	No longer in operation.
553	Windermere United Steam Yacht Company (Limited).	For the conveyance of passengers and goods on the Lake of Windermere.	Bowness, county of Westmorland.	14 Dec. -	9	75	The shares of this Company have been converted into stock - - - - -				5,788 - -	- -	Still in operation.
554	Bollam Papermaking Company (Limited).	Papermaking - - - - -	At the Office of Messrs. Newton & Jones, East Retford.	23 Dec. -	7	80	20,000	200	132	100 - -	12,200 - -	9	- ditto.
555	Barnsley Corn, Flour, and Provision Company (Limited).	Corn, flour, meal, and provision dealers.	17, Summer-lane, Barnsley, Yorkshire.	23 Dec. -	28	105	10,000	10,000	3,750	1 - -	3,750 - -	565	- ditto.
556	Vale of Neath Gunpowder Company (Limited).	Manufacturing and selling gunpowder and other explosive compounds.	Glyn, Neath Powder Mills, Ystrad Fettie, Brecknockshire.	29 Dec. -	8	140	24,000	960	527	on 336,25*l.* on 191,20*l.*	12,220 - -	10	Dissolved.
557	High Peak Mining and Smelting Company (Limited).	Working certain mineral property at Brassington, in the county of Derbyshire.	Not stated - - -	30 Dec. -	8	40	10,000	10,000	40	Not stated	Not stated -	8	No longer in operation.
558	Oxford Free Press Company (Limited).	Printing and publishing a newspaper, to be called "The Oxford Free Press."	1, Market-street, Oxford	31 Dec. -	8	40	3,000	300	40	Not stated	Not stated -	8	Dissolved.
559	Santander Mining Company (Limited).	Mining in Spain - - - -	6, Cannon-street, E.C., City	31 Dec. -	10	440	20,000	2,000	888	10 - -	8,250 - -	14	No longer in operation.
				1858:									
560	Copiapo Gas Company (Limited)	Supplying Copiapo, in Chili, South America, with gas.	Not stated - - -	1 Jan. -	8	1,292	20,000	2,000	2,000	10 - -	20,000 - -	8	Not known.
561	Carway and Duffryn Steam Coal Company (Limited).	Working certain collieries in the county of Carmarthen.	No. 5, Great Queen-street, Westminster.	1 Jan. -	7	61	50,000	10,000	61 1,800	2 10 - Not liable	127 10 -	11	Still in operation.
562	High Wycombe Mechanics Loan and Investment Company (Limited).	Lending money on security - -	House of Mr. Deans, Bull-lane, High Wycombe, Bucks.	1 Jan. -	9	45	2,000	2,000	859	1 - -	859 - -	30	- ditto.
563	National Standard Newspaper Company (Limited).	Publishing a weekly newspaper, to be called "The National Standard."	Not stated - - -	2 Jan. -	8	100	5,000	5,000	100	Not stated	Not stated -	8	No longer in operation.
564	Knight's Patent Soda Water and Aerating Liquids Apparatus Company (Limited).	Manufacturing machines and apparatus for aerating water and other liquids.	41, Foster-lane, Cheapside, London.	6 Jan. -	9	21	6,000	30	27	100 - -	2,700 - -	14	- ditto.
565	Clist Vale Manure Company (Limited).	Manufacturing and selling manures	Queen-street-road, Exeter	7 Jan. -	7	33	5,000	1,000	33	Not stated	Not stated -	7	- ditto.

566	The Provisional Company of the Carnarvonshire Railway (Limited).	Constructing a railway from Carnarvon to Portmadoc.	Brecon-place, Portmadoc, Carnarvonshire.	11 Jan. -	10	32	500	100	63	3 - -	197 - -	20	Still in operation.
567	Oldham Building and Manufacturing Company (Limited).	Acquiring land, erecting buildings thereon, and letting same, and buying, spinning, manufacturing, and selling cotton and cotton goods.	Sun Mill, Middleton-road, North Moor, Oldham.	13 Jan. -	11	102	50,000	10,000	10,000	5 *l.* on 800 1 *l.* on 2,000	42,904 6 3	1,100	- ditto.
568	Carmarthen United Lead Mining Company (Limited).	Working lead mines in the county of Carmarthen.	30, Great Winchester-street, London.	14 Jan. -	8	875	12,900	2,580	2,580	5 - -	12,874 10 -	24	- ditto.
569	Tradesmen's and General Discount Company (Limited).	Discounting bills of exchange, &c., and lending money on security.	40, Coleman-street, London.	14 Jan. -	7	60	10,000	10,000	120	1 - -	120 - -	8	No longer in operation.
570	Howbeach Coal Company (Limited).	Leasing and working two collieries, situate in the Forest of Dean.	23, Philpot-lane, London.	15 Jan. -	7	7	12,000	240	75	5 - -	195 10 -	7	Still in operation.
571	Darlington Corn-mill, Flour, and Provision Company (Limited).	Purchasing and grinding corn, and the vending of provisions in general.	Hermitage-hill, Darlington, Durham.	15 Jan. -	12	95	2,000	2,000	2,000	1 - -	2,000 - -	453	- ditto.
572	Boughton Blean Gas and Coke Company (Limited).	Supplying Boughton-under-the-Blean, in the county of Kent, with gas.	George Inn, Boughton-street, Boughton-under-the-Blean, Kent.	16 Jan. -	8	55	1,000	200	200	5 - -	1,000 - -	35	- ditto.
573	West of England Paper Staining Company (Limited).	The manufacture of and dealing in paper hangings.	41, Wimpole-street, Plymouth.	18 Jan. -	7	350	4,000	800	652	3 10 -	2,282 - -	16	- ditto.
574	London Smoke Prevention Company (Limited).	To make, use, exercise, and vend certain inventions for improvements in engine boiler furnaces and other furnaces.	40, King William-street, London.	19 Jan. -	7	3,357	50,000	5,000	5,000	10 - -	50,000 - -	19	No longer in operation.
575	Hull Co-operative Provident Company (Limited).	To provide provisions, fuel, clothing, apparel, dwellings, and all other requisites and necessaries for the working classes.	57, Lowgate, Kingston-upon-Hull.	21 Jan. -	7	8	10,000	10,000	964	1 - -	750 13 11	789	Still in operation.
576	Cape Eastern Province Railway Company (Limited).	To make a railway or railways in the Eastern Province of the Colony of the Cape of Good Hope.	Not stated - - -	21 Jan. -	7	700	1,200,000	60,000	700	- 2 -	70 - -	7	Not known.
577	Ramsey Gas Light and Coke Company (Limited).	The lighting the town of Ramsey with gas.	Ramsey, Huntingdon -	21 Jan. -	7	119	2,000	200	200	10 - -	2,000 - -	24	Still in operation.
578	General Auction Company (Limited).	Auctioneers and estate agents - -	23, New Bridge-street, Blackfriars, London.	23 Jan. -	7	123	50,000	50,000	123	Not stated	Not stated -	7	No longer in operation.
579	Kelvedon Gas Light and Coke Company (Limited).	To supply Kelvedon, in the county of Essex, and the neighbourhood thereof, with gas.	Kelvedon, Essex - -	26 Jan. -	10	85	2,000	400	366	5 - -	1,816 10 -	40	Still in operation.
580	Bahia and San Francisco Railway Company (Limited).	To make a railway, with the necessary branches, &c., in Bahia, and to introduce into the province industrious and useful colonists.	11, New Broad-street, London.	26 Jan. -	7	650	1,800,000	90,000	90,000	20 - -	1,799,262 - -	1,417	- ditto.
581	General Water Gas Company (Limited).	The supply of light and heat to the public, by means of platinised hydrogen gas, extracted from water.	Not stated.	27 Jan. -	7	7,030	320,000	32,000	7,030	Not stated	Not stated -	7	No longer in operation.
582	Nether Hearth Mining Company (Limited).	The working lead, copper, or other mines, and disposing of the produce.	2, Crown-court, Threadneedle-street, London.	28 Jan. -	7	2,400	6,400	6,400	6,383	18*s.* 6*d.* on 4,545 *l.* 20 *s.* on 1,838 *l.*	5,803 7 6	44	Still in operation.
583	General Patent Company (Limited).	To purchase and work patents, and to assist patentees.	71, Fleet-street, London.	28 Jan. -	7	70	50,000	5,000	402	5 - -	2,670 - -	33	- ditto.
584	Reigate Waterworks Company (Limited).	The supply of water to the inhabitants of Reigate and its neighbourhood.	Market-place, Reigate -	29 Jan. -	14	135	5,250	700	350 of 10 *l.* 350 of 5 *l.*	10 - - 3 - -	4,500 - -	56	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858;			£.			£. s. d.	£. s. d.		
585	Weston-super-Mare Assembly Rooms Company (Limited).	To provide a building at Weston-super-Mare, to be used for assemblies, concerts, lectures, &c.	7, Sydenham-terrace, Weston-super-Mare, Somersetshire.	30 Jan.	43	317	4,000	800	394	5 – –	1,940 – –	54	Still in operation.
586	Auction and Estate Company (Limited).	Auctioneers and estate agents	22, Cannon-street, City of London.	1 Feb.	8	32	10,000	5,000	89	2 – –	140 – –	19	No longer in operation.
587	Western Africa Malachite Copper Mines Company (Limited).	To search for, raise, and sell malachite, and other ores of copper, and other minerals, in the provinces of Angola and elsewhere, in Western Africa.	6, Queen-street-place, Upper Thames-street, City of London.	2 Feb.	9	838	125,000	1,000	1,000	115 – –	113,700 – –	77	Still in operation.
588	Measham Gas Company (Limited).	Lighting the town of Measham with gas.	Measham, Derby	4 Feb.	12	200	400	200	200	1 15 –	350 – –	11	ditto.
589	New Midland Mining Company (Limited).	The working of mines and minerals in England.	Chesterfield, Derbyshire	5 Feb.	7	310	4,000	4,000	4,000	20 *s.* on 2,000. 7 *s.* 6 *d.* on 2,000.	2,700 13 –	74	Dissolved.
590	Islington Glass Company (Limited).	To erect and carry on flint glass and alkali works at Birmingham.	Islington Glass Works, Sheepcote-street, Birmingham.	10 Feb.	7	7	5,000	500	372	10 – –	3,720 – –	10	ditto.
591	Westminster Brymbo Coal and Coke Company (Limited).	Mining for coals, &c., in Wales	The Moss Valley, near Wrexham, Denbighshire.	10 Feb.	11	1,200	36,000	1,440	1,440	25 – –	36,000 – –	26	Still in operation.
592	West Devon Consolidated Copper Mining Company (Limited).	Mining and smelting in Cornwall, or elsewhere, in England and Wales.	1, Great Winchester-street, City of London.	11 Feb.	7	415	30,000	30,000	9,983	1 – –	9,467 2 6	96	Wound up.
593	Rhyl Hotel Company (Limited)	To carry on the usual business of hotel and tavern keepers at Rhuddlan, in Flintshire.	Not stated	– –	7	500	25,000	2,500	500	Not stated	Not stated	7	No longer in operation.
594	English Woman's Journal Company (Limited).	To publish a periodical, to be called, "The Englishwoman's Journal."	19, Langham-place, London.	13 Feb.	7	84	6,000	12,000	376	5 – –	1,880 – –	34	Still in operation.
595	British Cotton Company (Limited)	To grow or purchase cotton in the West Indies, the East Indies, Australia, or other suitable countries.	13, Marsden-square, Market-street, Manchester.	17 Feb.	9	330	30,000	30,000	1,302	– 5 –	435 15 –	46	ditto.
596	Victoria Soap Company (Limited).	Soapmakers, tallow chandlers, and general oilmen.	Mill Bay, Plymouth, Devon.	18 Feb.	12	360	20,000	2,000	1,165	7 10 –	8,737 10 –	71	ditto.
597	Monmouth Steam Saw Mills Company (Limited).	The business of saw-mills and turnery, and dealing in timber and wood.	May Hill, Dixon, county Monmouth.	18 Feb.	8	95	1,500	150	95	Not stated	Not stated	8	No longer in operation.
598	Trent Brewery Company (Limited).	Brewing and malting	Armitage-on-Trent, Stafford.	20 Feb.	7	305	2,000	2,000	1,655	1 – –	1,365 – –	28	Still in operation.
599	Bychton Coal, Cannel, and Iron Company, Mostyn (Limited).	To work certain coal fields, veins of iron, and other ore, within the townships of Bychton and Isglan, in the county of Flint.	Mostyn, county of Flint	20 Feb.	7	2,285	30,000	6,000	2,560	5 *l.* on 2,000. 1 *l.* on 4,000.	14,000 – –	31	No longer in operation.

600	Collingham Gaslight and Coke Company (Limited).	To supply the village of Collingham, in the county of Nottingham, with gas.	House of S. Sneap, High-street, South Collingham, near Newark, Nottingham.	20 Feb. -	11	49	1,750	175	175	10 - -	1,750 - -	38	Still in operation.
601	Church Stretton Gaslight and Coke Company (Limited).	To supply the town of Church Stretton, in the county of Salop, with gas.	Office of Messrs. Hough & Son, solicitors, Market-square, Church Stretton, Salop.	22 Feb. -	8	14	1,000	200	200	5 - -	1,000 - -	23	- ditto.
602	Sittingbourne Corn Exchange Company (Limited).	To establish a corn market, and to erect suitable buildings for the purpose.	High-street, Sittingbourne, Kent.	24 Feb. -	8	30	1,600	320	210	5 - -	1,050 - -	62	- ditto.
603	Bryn-yr-Owen Colliery Company (Limited).	Raising coal, ironstone, and other minerals, in the county of Denbigh, and the making of bricks, tiles, &c.	6, Queen-street Place, Upper Thames-street, City of London.	26 Feb. -	13	427	37,500	1,500	1,500	25 *l.* on 1,011, 10 *l.* on 489.	30,165 - -	59	Not known.
604	Metropolitan Cartage and Contracting Company (Limited).	To supply merchants and others with horses, harness, and vehicles on contract, and for the cartage of goods.	7, Abchurch lane, King William-street, City of London.	27 Feb. -	7	178	50,000	10,000	178	Not stated	Not stated -	7	No longer in operation.
605	Naval and Military Herald, and Commercial Marine Registered Newspaper Company (Limited).	Publishing a newspaper by this name weekly.	310, Strand, London, W.C., Middlesex.	1 Mar. -	7	56	3,000	600	150	5 - -	340 10 -	37	- ditto.
606	West Dalcoath Copper Mining Company (Limited).	Working the West Dalcoath Mine at Gwinear, in the county of Cornwall.	223 and 224, Gresham House, Old Broad-street, London.	1 Mar. -	7	270	8,000	4,000	354	1 - -	284 - -	9	Dissolved.
607	Stamford Corn Market Company (Limited).	To erect a covered corn market in the borough of Stamford.	Exchange Hall, Broad-street, Borough of Stamford.	1 Mar. -	17	143	3,000	600	600	5 - -	3,000 - -	65	Still in operation.
608	Dartmouth Gas, Coke and Coal Company (Limited).	To supply the town of Dartmouth and its neighbourhood with gas, coke, and coal.	Spithead, St. Saviour's, Dartmouth.	4 Mar. -	45	178	3,500	700	700	5 - -	3,500 - -	86	- ditto.
609	Devon and Exeter Flour and Bread Company (Limited).	To supply the public with meal, flour, and bread.	Not stated - - -	4 Mar. -	7	64	5,000	2,500	64	Not stated	Not stated -	7	No longer known.
610	Phœnix Coal Company (Limited).	Dealing in coals, culm, coke, &c.; to act as general wharfingers, ship-brokers, and agents.	3, Parade, Plymouth, County Devon.	6 Mar. -	7	300	10,000	1,000	1,000	3 - -	3,000 - -	66	Still in operation.
611	East Trongoch Lead Mining Company (Limited).	To acquire and work the East Trongoch Mine, in the parish of Llanfihangel, in the county of Cardigan.	13, George-street, Mansion House, City of London.	8 Mar. -	10	710	1,650	3,300	1,110	- 10 -	512 10 -	11	Dissolved.
612	Helvellyn Consols Copper and Lead Mining Company (Limited).	The prosecution of mining operations in England.	Not stated - - -	11 Mar. -	7	1,650	6,644	6,644	1,650	Not stated	Not stated -	7	No longer in operation.
613	Liberty Mining Company (Limited).	Mining for gold and other minerals at the Vaucluse Mines, Orange County, in the State of Virginia, United States.	62, Moorgate-street, City, E. C.	15 Mar. -	9	4,585	30,000	30,000	12,069	1 - -	12,069 - -	65	- ditto.
614	Scarborough Public Bath Company (Limited).	To establish baths of every description at Scarborough.	Bland's Cliff, in Scarborough, York.	17 Mar. -	7	85	8,000	1,600	1,351	5 - -	6,755 - -	87	- ditto.
615	Gloucester and Sharpness Electric Telegraph Company (Limited).	To provide telegraphic communication between Gloucester and Sharpness Point, in the parish of Berkeley, in the county of Gloucester.	Commercial Rooms at the Docks, Gloucester.	20 Mar. -	18	45	500	50	50	10 - -	500 - -	19	- ditto.
616	Gloucester Stone Quarry Company (Limited).	Stone quarrying in the Forest of Dean.	72, Old Broad-street, City, E. C.	23 Mar. -	7	2,375	10,000	10,000	7,000	- 10 -	3,500 - -	12	No longer in operation.
617	Cardiganshire Consolidated Mining Company (Limited).	To acquire and work the Esgairkir and Esgairfraith Mines, in the county of Cardigan.	8 Austin Friars, City of London.	24 Mar. -	7	710	50,000	10,000	4,005	5 *l.* on 1,000, 4 *l.* on 2,000, 30 *s.* on 1,005.	14,451 15 -	68	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858:			£.			£. s. d.	£. s. d.		
618	Irish Land Investment Company (Limited).	The purchase and re-selling of land in Ireland and England, the letting of the same to tenants, and making advances to landowners and tenants on security.	33, Great Winchester-street, London.	24 Mar.	7	109	500,000	50,000	109	Not stated	Not stated	7	No longer in operation.
619	Oxford Chronicle Company (Limited).	To publish the "Oxford Chronicle, and Berks and Bucks Gazette," or such other newspaper as may be determined on.	126, High-street, Oxford.	25 Mar.	7	28	3,200	32	32	100 – –	3,200 – –	11	Still in operation.
620	Ingatestone and Fryerning Gas Light and Coke Company (Limited).	Supplying Ingatestone and Fryerning, in the county of Essex, with gas.	Not stated	25 Mar.	7	80	1,250	250	250	5 – –	1,208 – –	37	Still in operation.
621	Ribden Mining Company (Limited).	Searching for ores, working them, and rendering them marketable.	16, Wardwick-street, Derby.	27 Mar.	9	130	20,000	20,000	14,960	On 15,000 1 *l.* On 5,000, nothing.	14,602 5 –	142	Wound up.
622	London and Norwich Crape Company (Limited).	The manufacture of silk goods, and especially crape gauze.	Gresham House, Old Broad-street, London.	29 Mar.	7	295	20,000	1,000	295	Not stated	Not stated	7	Not known.
623	Croft and Hurworth-upon-Tees Gas Company (Limited).	To supply the villages of Croft and Hurworth-upon-Tees with gas.	Darlington, Durham	31 Mar.	20	200	2,000	200	200	9 – –	1,800 – –	18	Still in operation.
624	Union Brewery Company (Limited).	The usual business of brewers and maltsters.	Burrowgate, Penrith, Cumberland.	31 Mar.	19	54	2,000	80	80	18 15 –	1,487 10 –	30	Wound up.
625	Bishop's Castle Gas Light and Coke Company (Limited).	Supplying Bishop's Castle with gas.	Castle-street, Borough, of Bishop's Castle, Salop.	3 Apr.	7	115	2,000	400	400	4 – –	1,597 – –	52	Still in operation.
626	Pecket Well Weaving Shed Company (Limited).	To provide buildings for spinning cotton, and letting or using same.	Will Croft, Pecket Well, near Hebden Bridge, Halifax.	5 Apr.	23	443	5,000	1,000	694	5 – –	3,470 – –	47	No longer in operation.
627	Cripplegate Loan and Discount Company (Limited).	Purchasing the business of the Cripplegate Loan Society, and for lending money, &c.	Old Greyhound, Milton-street, City of London.	8 Apr.	9	760	5,000	5,000	2,000	1 – –	2,000 – –	31	Still in operation.
628	Anglo-Spanish Flour Mill Company (Limited).	Erecting flour mills, and the purchase and selling flour, &c. in Spain.	105, Regent-street, Middlesex.	9 Apr.	8	624	15,000	1,500	516 624	10 – – 7 – –	9,528 – –	10	ditto.
629	St. Helen's Baths and Washhouses Company (Limited).	Providing baths and washhouses at St. Helen's.	Not stated	9 Apr.	7	435	5,000	2,500	435	Not stated	Not stated	7	No longer in operation.
630	Haverfordwest and Milford Haven Telegraph Newspaper Company (Limited).	Printing and publishing a newspaper, &c.	Not stated	10 Apr.	16	36	1,200	48	48	25 – –	1,200 – –	16	Still in operation.
631	East Parys Mining Company (Limited).	Mining generally	Not stated	14 Apr.	7	88	5,000	200	88	Not stated	Not stated	7	Not known.
632	Constancia Lead Mining Company (Limited).	Working lead mines, in the province of Almeira, in Spain.	16, Cannon-street, City, E.C.	15 Apr.	7	1,172	16,000	3,200	2,138	5 – –	10,690 – –	20	No longer in operation.

633	Morecambe Gas Company (Limited).	Supplying Morecambe and neighbourhood with gas.	Morecambe, Lancashire -	15 April -	65	389	2,000	400	400	5 – –	2,000 – –	60	Still in operation.
634	Goginan Mines Company (Limited).	Working lead and other mines in Cardigan.	6, Queen-street-place, Upper Thames-street, City of London.	19 April -	15	848	30,700	2,000	2,000 2,992	12 10 – 1 5 –	28,190 15 –	66	- ditto.
635	Great Western Iron Company (Limited).	Mining for iron, coal, limestone, &c., at Seend, in the county of Wilts, and at Ruabon, in the county of Denbigh.	Hillworth-lane, Devizes -	19 April -	17	685	50,000	1,000	605	50 – –	21,210 – –	19	Dissolved.
636	British and Foreign Smelting Company (Limited).	Purchasing or taking on lease certain smelting works at Old Bow, and purchasing smelting and refining ores, &c.	26, Throgmorton-street, City of London.	22 April -	7	1,270	10,000	2,000	1,270	Not stated	Not stated -	7	- ditto.
637	Channel Islands Telegraph Company (Limited).	Constructing a telegraph to connect Guernsey, Jersey, and Alderney with each other, and also with England.	Telegraph-street, Moorgate-street.	22 April -	15	410	30,000	3,000	3,000	10 – –	30,000 – –	163	Still in operation.
638	Moulded Carbon Company (Limited).	Working a patent for improvements in the combination of carbonised and carbonisable with other materials, and the manufacture of such compounds into various useful articles.	147, Great College-street, Camden-town.	24 April -	7	75	10,000	2,000	1,434	5 – –	7,170 – –	13	- ditto.
639	Tyne Soap Company (Limited).	Manufacture and selling soap -	South Shore, Gateshead -	26 April -	7	2,500	25,000	2,500	2,500	8 – –	20 – –	7	Dissolved.
640	Snow Brook, Plinlimmon, Silver Lead Mining Company (Limited).	Working silver lead mines at Snow Brook, Plinlimmon, North Wales.	32, Dowgate-hill, London.	26 April -	7	375	8,000	4,000	3,811	2 – –	7,622 – –	35	- ditto.
641	European and American Submarine Telegraph Company (Limited).	The constructing a submarine telegraph between Great Britain and America.	2, Royal Exchange, City of London.	27 April -	7	20	1,000,000	50,000	20	Not stated	Not stated -	7	No longer in operation.
642	Athenæum Publishing Company (Limited).	Publishing, printing, and binding books, and purchasing copyrights.	11, Golden-square, St. James, Middlesex.	28 April -	8	47	50,000	10,000	47	- ditto -	- ditto -	8	- ditto.
643	Hornsey Freehold Estate Tontine Company (Limited).	To purchase piece of freehold land at Hornsey, Middlesex, and to lay out same in building sites, and to assist persons in building thereon; ultimately to sell said land, and divide proceeds: meantime to apply net income annually, as provided by articles.	3, Adelaide-place, London Bridge, City of London.	28 April -	9	75	15,000	3,000	75	- ditto -	- ditto -	9	- ditto.
644	Saltash and St. German's Steam Packet Company (Limited).	Conveyance of passengers, goods, &c., in steamboats, &c.	Passage House Inn, Saltash, Cornwall.	29 April -	7	114	8,000	800	427	7 – –	2,989 – –	28	Still in operation.
645	Canada Agency Association (Limited).	To promote emigration to and investment of monies in Canada, and all kinds of agency business between Canada and the United Kingdom and Europe.	125, Gresham-house, Old Broad-street, City of London.	30 April -	5	500	100,000	40,000	29,500 200	– 5 – – 12 6	7,500 – –	70	- ditto.
646	Denbigh Copper and Lead Mining Company (Limited).	Raising and selling copper and lead ores.	Not stated - - -	4 May -	7	7	4,000	4,000	7	Not stated	Not stated –	7	Not known.
647	Asia Minor Central Railway Company (Limited.)	Making railways, quays, laying down telegraphs, and working mines, &c., in Asia Minor.	173, Fenchurch-street, London.	4 May -	7	1,050	4,625,000	231,250	1,050	Not stated	- ditto -	7	No longer in operation.
648	Bally Virgin Mining Company (Limited).	Purchase and working lead and copper mines in the county of Clare, Ireland.	3, Princes-court, Old Broad-street, London.	6 May -	45	3,710	20,000	4,000	3,836	4 15 –	17,941 12 6	43	Wound up.
649	Newport Gas Light and Coke Company (Limited).	Making and selling gas, coke, and tar.	Company's works, Newport, Salop.	7 May -	13	180	4,500	180	180	25 – –	4,500 – –	12	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858:			£.			£. s. d.	£. s. d.		
650	Birmingham Land and Advance Company (Limited).	General monetary and land agents	112, New-street, Birmingham.	10 May -	7	676	100,000	20,000	676	Not stated	Not stated -	7	No longer in operation.
651	Mutual Discount and Agency Company (Limited).	Lending money on security, and general agency.	Not stated - - -	11 May -	7	32	10,000	5,000	32	- ditto -	- ditto - -	7	- ditto.
652	Port Philip Dock Company (Limited).	Constructing a graving or wet dock at Melbourne, Australia.	1, Charlotte-row, Mansion House, City, E. C.	12 May -	7	7	7,500	30,000	7	- ditto -	- ditto - -	7	Not known.
653	Queenscliffe and Geelong Railway Company (Limited).	Making a railway to connect Queenscliffe with Geelong and Melbourne, in Australia.	1, Charlotte-row, Mansion House, London.	12 May -	7	7	5,000	20,000	7	- ditto -	- ditto - -	7	- ditto.
654	Hounslow Town Hall Company (Limited).	To provide a town-hall, reading-rooms, &c., at Hounslow.	Red Lion Inn, Hounslow, Middlesex.	13 May -	7	75	3,000	600	600	5 - -	2,801 15 -	162	Still in operation.
655	Wallsend Colliery Company (Limited).	Working coal and other mines at Newbold.	Wallsend Colliery, Newbold, near Chesterfield, Derby.	13 May -	7	2,500	5,000	5,000	3,700	Not stated	Not stated -	19	Dissolved.
656	Okehampton Gas Company (Limited).	Supplying Okehampton and neighbourhood with gas and coke.	Office of Mr. Henry Hawkes, solicitor, Okehampton, county of Devon.	14 May -	25	153	1,200	240	240	5 - -	1,200 - -	33	Still in operation.
657	Robin Hood Mining Company (Limited).	Working lead and other mines at Matlock, Derbyshire, and elsewhere.	Sunsdale, Matlock, Derbyshire.	17 May -	10	340	1,200	1,200	1,165	- 9 6	452 15 -	19	Dissolved.
658	Manchester General Conveyance Company (Limited).	Conveyance of passengers' goods, &c., at Manchester, in omnibuses.	Not stated - - -	18 May -	7	1,500	60,000	12,000	1,500	Not stated	Not stated -	7	No longer in operation.
659	Alvenny Mining Company (Limited).	Working the Alvenny, Fox, Tor, and Redhill mines at Alternum, Cornwall.	5, Waterloo-place, Pall Mall, London.	18 May -	7	35	17,000	17,000	35	- ditto -	- ditto - -	7	- ditto.
660	National Investment Deposit and Loan Association.	To receive investments, deposits, &c.; to discount bills, &c.; to grant annuities, &c.	64, Chancery-lane, London, Middlesex.	18 May -	7	42	10,000	1,000	48	2 10 -	120 - -	18	- ditto.
661	Australian Land and Emigration Company (Limited).	To purchase and deal in land and other property in Australia, and to promote emigration to Australia.	27, Moorgate-street, London.	19 May -	7	520	100,000	100,000	8,357	1 - -	8,332 - -	56	Wound up.
662	Cwmystwyth Mines Company (Limited).	Working lead and other mines in the county of Cardigan.	6, Queen-street-place, Upper Thames-street, London.	24 May -	10	54	7,680	128	128	60 - -	7,680 - -	50	Still in operation.
663	Lackamore New Mining Company (Limited).	Working of mines in county of Tipperary, Ireland.	6, Queen-street-place, Upper Thames-street, London.	24 May -	13	970	6,000	2,000	1,810	1 - -	1,810 - -	51	Dissolved.
664	Central Africa Company (Limited).	Exploring the River Niger, and carrying on trading operations with the interior of Africa.	3, Mincing-lane, London	26 May -	7	665	100,000	10,000	665	Not stated	Not stated -	7	No longer in operation.

665	Crown Oil Company (Limited) -	Purchase, manufacture, and sale of oil.	34, Great St. Helen's, London.	27 May -	7	100	25,000	20,100	100	- ditto -	- ditto -	7	Not known.
666	Flax Preparation and Cultivation Company (Limited).	Purchase, cultivation, and sale of flax, &c.	Not stated - - -	27 May -	7	70	200,000	40,000	70	- ditto -	- ditto -	7	No longer in operation.
667	Malta and Alexandria Telegraph Company (Limited).	Telegraphic communication between Malta and Alexandria and other places.	47A, Moorgate-street, London.	27 May -	8	45	250,000	50,000	45	- ditto -	- ditto -	8	- ditto.
668	Birmingham Boat Company, No. 3 (Limited).	To purchase as many boats as there are shares in the Company, and to let same out on hire; on dissolution of the Company, each shareholder to be entitled to one boat for every share held by him.	Not stated - - -	28 May -	20	21	1,500	20	21	65 - -	1,105 - -	20	- ditto.
669	Dundry Freestone Quarries Company (Limited).	Stone quarrying - - - -	Exchange, Bristol - -	29 May -	7	570	5,000	1,000	570	Not stated	Not stated -	7	- ditto.
670	Auxiliary Railway Company (Limited).	Making and working railways or tramways in England or elsewhere.	34, Lime-street, London	29 May -	11	2,000	100,000	20,000	2,000	- ditto -	- ditto -	11	- ditto.
671	Aston Hall and Park Company (Limited).	Purchasing of Aston Hall and Park, near Birmingham, and to appropriate same to the use of the public, so far as to admit the public thereto, &c.	Alma Chambers, 32, Paradise-street, Birmingham.	2 June -	40	498	42,000	40,000	498	- ditto -	- ditto -	40	Still in operation.
672	Chester Queen Railway Hotel Company (Limited).	To erect an hotel at Chester, and to carry on the business of hotel keepers.	General Railway Station, Chester.	5 June -	10	175	30,000	1,500	1,000 500	on 20 *l.* on 10 *l.*	24,482 - -	29	- ditto.
673	Longton Gas Company (Limited)	To supply gas within such limits as the Company may determine.	Gas Works, Heathcote-road, Longton.	5 June -	20	385	10,000	2,000	385	5 - -	10,000 - -	88	- ditto.
674	Eastern Counties and Dutch Rhenish Union Transit Company (Limited).	Conveyance of passengers, &c., between Great Britain and the Continent by way of Harwich.	Not stated - - -	8 June -	7	370	30,000	30,000	370	Not stated	Not stated -	7	No longer in operation.
675	Halifax and Quebec Railway Company (Limited).	Constructing a railway from Halifax to Quebec, and promoting emigration to Canada, &c.	61, Gresham House, London.	11 June -	10	830	3,000,000	150,000	830	- ditto -	- ditto -	11	- ditto.
676	East Darren Mines Company (Limited).	Working lead and other mines in the county of Cardigan.	6, Queen-street-place, Upper Thames-street, London.	11 June -	13	98	9,600	300	98	32 - -	9,600 - -	83	Still in operation.
677	Cwm Erfin Mines Company (Limited).	Working lead and other mines in the county of Cardigan.	6, Queen-street-place, Upper Thames-street, London.	11 June -	12	396	7,500	1,000	1,000	7 10 -	7,367 - -	56	- ditto.
678	Great Indian Submarine Telegraph Company (Limited).	To provide a telegraphic communication between Great Britain and India.	1, Adelphi-terrace, Middlesex.	14 June -	7	7	1,000,000	50,000	7	Not stated	Not stated -	7	No longer in operation.
679	Croydon Public Hall Company (Limited).	Erecting a library, hall, reading, class, and other rooms, at Croydon.	Northend, Croydon, Surrey.	14 June -	12	300	3,000	3,000	300	- 10 -	1,027 10 -	157	Wound up.
680	South Europe Mining Company (Limited).	To carry on mining and smelting operations in Spain, Portugal, Sardinia, or elsewhere in the South of Europe.	5, Tokenhouse-yard -	16 June -	8	1,030	75,000	15,000	6,035 8,965	30,175 *l.* 35,860 *l.*	52,085 - -	71	Stil in operation.
681	East Greenwich Chemical Works Company (Limited).	Manufacture and sale of black lead, rectifying and purifying naphtha, manufacture of camphire, and working mines and quarries, and disposing of the produce thereof.	Chester-street, Pelton-road, East Greenwich, Kent.	16 June -	7	1,800	1,800	1,800	1,800	1 - -	1,800 - -	8	No longer in operation.
682	Metropolitan Cordwainers Company (Limited).	To carry on a general boot and shoe trade.	16, Crooked-lane, London	17 June -	7	935	20,000	20,000	935	Not stated	Not stated -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1858:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
683	Burnham Gas Company (Limited).	Supplying the town of Burnham with gas.	The South Myrtles, Burnham, Somerset.	18 June -	7	100	2,000	400	400	5 - -	2,000 - -	30	Still in operation.
684	Whittington Waterworks Company (Limited).	Supplying the north-easterly part of Whittington with water.	The Wellington Hotel, near Whittington, Derby.	19 June -	9	9	1,500	300	9	Not stated	Not stated -	9	Not known.
685	Alger's Patent Furnace Company (Limited).	Working a patent invention for improvements in smelting furnaces.	1, Cannon-row, Westminster.	23 June -	7	11	100,000	2,000	53	37 15 -	1,718 10 -	13	Still in operation.
686	River Exe Steam Packet Company (Limited).	Towing vessels, carrying passengers, &c.	Not stated - - -	24 June -	7	100	3,000	300	300	10 - -	2,963 6 4	20	Dissolved.
687	Dwellings Company for Families with small Incomes (Limited).	Providing healthy and comfortable dwellings for families.	4, Symond's Inn, Chancery-lane, Middlesex.	24 June -	17	17	100,000	5,000	70	Not stated	Not stated -	61	Still in operation.
688	Bures Gas and Coke Company (Limited).	Supplying Bures and neighbourhood with gas.	Bures, hamlet, Essex -	24 June -	16	49	700	140	140	5 - -	700 - -	33	- ditto.
689	Central American Mining Company (Limited).	Working mines in Central America.	5, Queen-street-place, Upper Thames-street, London.	25 June -	16	1,422	30,000	6,000	1st class 4,000 2d class 1,830 Free 170	5 - -	29,150 - -	118	- ditto.
690	East Indian Mercantile Cotton Company (Limited).	Growing and cultivating cotton, &c.; purchasing cotton crops, and preparing same for sale.	Not stated - - -	25 June -	7	7	1,000	40	7	Not stated	Not stated -	7	No longer in operation.
691	Menai Straits Oyster Fishery Company (Limited).	Working of oyster beds and oyster fisheries in the Menai Straits.	1, Finch-lane, Cornhill, London.	25 June -	7	140	10,000	6,000	379	1 - -	310 - -	23	ditto.
692	Cefn-Cwm Brwyno Mines Company (Limited).	Working lead and other mines in county of Cardigan.	6, Queen-street-place, Upper Thames-street, London.	26 June -	15	70	6,600	200	200	33 - -	6,600 - -	71	Still in operation.
693	Brea Consolidated Tin and Copper Mining Company (Limited).	Working tin and other mines in Cornwall.	55, Upper Albion-street, Leeds.	26 June -	7	358	18,000	1,200	1,200	1 7 6	15,730 11 5	105	- ditto.
694	Alten and Quaenangen Mining Company (Limited).	Working the Alten and Quaenangen mines in Norway.	2, New Broad-street, London.	28 June -	7	230	50,000	10,000	656 20	4 10 - 3 - -	2,641 - -	21	- ditto.
695	Llywernog United Mining Company (Limited).	Working the Llywernog Bog and Ponteroyd, at Llanbardan-faur, Cardigan.	42, North Parade, Aberystwith.	29 June -	12	5,642	12,000	8,000	A 3,584 B 2,048 C 25	1 10 - - 15 - - 16 -	6,924 10 -	21	Dissolved.
696	Smelting Reduction Lime and Coal Company (Limited).	To carry on the business of smelters and reducers of ores, of lime burners, of master coal miners, and merchants, &c.	6, Castle-street, Liverpool.	1 July	9	32,457	80,000	80,000	71,979	1 - -	67,251 12 11	180	Still in operation.
697	Wimbledon Cottage Improvement Society (Limited).	Building, purchasing, and improving cottages, and letting the same.	Wimbledon village, in the Lingfield-road, Wimbledon.	2 July -	9	103	5,000	1,000	579	5 - -	2,895 - -	34	- ditto.

698	Rhos Hall Iron Company (Limited).	Mining for coal, iron, stone, fire-clay, and limestone, under the Llwyn Ennion Estate in the parishes of Ruabon and Wrexham, Denbighshire.	Offices of Messrs. Caldecott & Canning, Castle-street, Dudley, Worcestershire.	5 July -	9	180	50,000	5,000	180	Not stated	Not stated -	9	No longer in operation.
699	National Deep Sea Fisheries Company (Limited).	To supply the markets of Great Britain and elsewhere with fish.	27, Bishopsgate-street, in the City of London.	5 July -	7	175	200,000	20,000	175	- ditto -	- ditto -	7	- ditto.
700	Dylefe Mining Company (Limited).	Mining for lead, copper, and other ores at Peiregoes and Darowen, Montgomeryshire.	3, Exchange Arcade, Manchester.	7 July -	7	252	40,400	404	404	95 - -	38,380 - -	17	Still in operation.
701	Llanfyrnach Silver Lead Mining Company (Limited).	To search and dig for ores of silver, lead, and other minerals, in the parishes of Llanfyrnach and Cludaw, in the county of Pembroke.	Not stated - - -	7 July -	7	913	10,000	2,000	1,611	5 - -	7,730 10 -	20	Wound up.
702	Hastings and St. Leonard's Central Assembly Room and Arcade Company (Limited).	To provide a building for an assembly room and other purposes, at Hastings.	Robertson-street, Hastings, Sussex.	8 July -	11	318	6,000	1,200	940	5 - -	4,700 - -	86	Still in operation.
703	English and Canadian Mining Company (Limited).	To acquiring and disposing of lands and mines, and mining rights and privileges in Canada, and the discovering and working mines in Canada.	17, Devonshire-square, Bishopsgate, N.E.	9 July -	8	1,580	40,000	8,000	8,000	5 - -	40,000 - -	61	- ditto.
704	Ivy Bridge Gas and Coke Company (Limited).	Supplying Ivy Bridge with gas -	38, Fore-street, Ivy Bridge, Devon.	12 July -	10	67	750	150	150	4 - -	600 - -	31	- ditto.
705	Festiniog Slate Quarry Company (Limited).	Working slate quarries at Penmachno, in the county of Carnarvon.	Carlton-buildings, Cooper-street, Manchester.	13 July -	7	7	100,000	20,000	13,509	5 - -	65,993 - -	144	- ditto.
706	East Ashburton United Tin and Copper Mining Company (Limited).	Acquiring and working the East Ashburton tin and copper mine, situate in the parish of Ashburton, in the county of Devon.	37, New Bridge-street, Blackfriars, London.	14 July -	7	2,000	4,000	2,000	2,000	Not stated	Not stated -	7	No longer in operation.
707	Ecton Consolidated Mining Company (Limited).	Acquiring exploring and working lands, mines, and minerals, under, upon, and about the Ecton Mountain, in the county of Stafford.	Cross-street Chambers, Cross-street, Manchester.	15 July -	7	455	2,500	1,250	1,250	2 - -	2,500 - -	10	- ditto.
708	Derwent and Consett Iron Company.	Making, selling, or purchasing of iron, coke, fire-bricks, and lime, and working mines of coal, ironstone, &c., and the conversion and sale of the produce.	Consett, Durham -	20 July -	7	3,390	166,350	16,635	16,635	10 - -	161,460 - -	48	- ditto.
709	British and Colonial Railway and Public Works Company (Limited).	Making and working railways and public works in Great Britain and Ireland, and the Colonies, &c., with or without Government or other guarantees.	No. 1, Moorgate-street, London.	20 July -	7	350	600,000	60,000	350	Not stated	Not stated -	7	- ditto.
710	Calverley Waterworks Company (Limited).	To supply water - - -	Garden-road, Calverley-place, Tunbridge Wells.	28 July -	13	406	25,000	500	500	44 - -	22,000 - -	17	Still in operation.
711	Yorkshire Carpet Company (Limited).	Making and selling carpets, rugs, table covers, &c.	Market-place, Pontefract, Yorkshire.	29 July -	14	530	500,000	50,000	530	Not stated	Not stated -	14	Wound up.
712	United Marble Association (Limited).	Purchasing and importing, &c., of all descriptions of marbles in the rough block, in the slab and manufactured state, &c.	2, Wallbrook-buildings, City, London.	30 July -	7	29	8,000	1,600	29	- ditto -	- ditto -	7	No longer in operation.
713	Anglican Smelting Reduction and Coal Company (Limited).	Smelting lead and other metals, crushing and reducing metallic ores, raising coal, ironstone, and clay, and manufacturing coke, lime, &c.	1, Great Winchester-street, City, London.	31 July -	7	1,210	50,000	50,000	18,220	- 12 6	7,171 5 -	29	Wound up.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict, c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.— *cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858;			£.			£. s. d.	£. s. d.		
714	Red Sea and India Telegraph Company (Limited).	Establishing telegraphic communication between England and India, by the Red Sea.	62, Moorgate-street, London.	2 Aug. -	7	350	800,000	40,000	350	Not stated	Not stated -	7	Terminated by Act of Parliament, and another Company substituted for it.
715	Patent Hot Water Oven Biscuit Company (Limited).	Manufacturing biscuits, &c., in hot water ovens, and selling same.	7, Francis-street, Gray's Inn-road, Middlesex.	3 Aug. -	7	30	5,000	50	49	100 - -	4,900 - -	11	No longer in operation.
716	East of England Monetary Association (Limited).	Borrowing and lending money, discounting bills, &c., and buying and selling annuities, &c.	Not stated - - -	4 Aug. -	7	170	20,000	4,000	3,828	2 - -	7,656 - -	91	Still in operation.
717	Daventry Joint Stock Advance Company (Limited).	Lending money - - - -	8, Oxford-street, Daventry.	4 Aug. -	10	500	500	50	500	1 - -	Not stated -	10	- ditto.
718	Geraldine Mining Company, Western Australia (Limited).	Working the Geraldine Mines in Western Australia.	1, Ingram-court, Fenchurch-street, London.	9 Aug. -	7	250	30,000	300	300	100 - -	30,000 - -	67	Dissolved.
719	Wellington Loan and Investment Association (Limited).	Lending money and discounting bills, &c.	3, Chatham-place, Blackfriars, E.C.	9 Aug. -	8	540	50,000	25,000	540	Not stated	Not stated -	8	No longer in operation.
720	Tracton Silver Lead Mining Company (Limited).	Working a certain silver lead mine at Tracton, in the county of Cork.	Not stated - - -	10 Aug. -	7	70	4,000	4,000	70	- ditto -	- ditto -	7	- ditto.
721	Colchester Patent Starch Company (Limited).	Manufacturing starch under letters patent, and granting licenses to use same letters patent.	Colchester, Essex -	12 Aug. -	7	48	5,000	100	55	50 - -	2,750 - -	8	Wound up.
722	Masham Gas Company (Limited).	Supplying Masham, York, with gas.	Mr. Forbes's, grocer, Masham.	12 Aug. -	7	70	1,500	300	184	5 - -	920 - -	24	Still in operation.
723	Indian and Australian Telegraph Company (Limited).	To construct a line of telegraph from India, or from the island of Ceylon to Australia and China.	Not stated - - -	14 Aug. -	7	7	1,000	50	7	Not stated	Not stated -	7	No longer in operation.
724	York Economic Flour Mill Company (Limited).	Buying corn and grain, and manufacturing and dealing in wheaten and other flour and bread, &c.	39, Cooney-street, York	17 Aug. -	7	7	3,000	3,000	7	- ditto -	- ditto -	7	- ditto.
725	North Minera Lead Mining Company (Limited).	Purchasing and working the North Minera Mine at and near Wrexham, Denbighshire.	2, Crown-court, Threadneedle-street, London	19 Aug. -	7	995	5,000	1,000	1,000	4 - -	3,730 - -	44	- ditto.
726	Serpentine Marble and Stone Working Company (Limited).	Working and quarrying the rock or stone called Serpentine, now found at Lizard Point, near Penzance, and manufacturing marble, slate, &c.	9, Broad-street buildings, London.	21 Aug. -	7	122	20,000	2,000	174	10 - -	1,740 - -	8	Not known.

727	North Rhine Copper Mining Company of South Australia.	Purchasing, working, &c., the North Rhine Mine Sections near Adelaide, South Australia, and selling and letting portions of the said sections of land.	1, Charlotte-row, Mansion-house, London.	21 Aug.	10	2,000	60,000	60,000	49,000	- 17 6	42,720 5 -	397	Still in operation.
728	Patent Face Brick making Company (Limited).	Making bricks by machinery -	61, Moorgate-street, London.	23 Aug.	7	15	3,000	30	25	100 - -	2,500 - -	7	- ditto.
729	Liverpool New Exchange Buildings Company (Limited).	Purchasing land and buildings in the vicinity of Liverpool Exchange Area, and constructing thereon buildings adapted to the use of the mercantile community of Liverpool.	1, Exchange-street, West Liverpool.	24 Aug.	16	495	360,000	18,000	495	Not stated	Not stated -	16	Incorporated by Act of Parliament.
730	Debenham Gas Light, Coal and Coke Company (Limited).	Supplying Debenham with gas, and selling coals, coke, tar, &c.	Mr. M. Houghton, Debenham, Suffolk.	25 Aug.	23	105	1,000	200	200	5 - -	1,000 - -	30	Still in operation.
731	Nash and Sprinkle Anthracite Colliery Company (Limited).	Working mines, collieries, &c., at Milford Haven, Pembrokeshire.	Langum, Pembrokeshire.	27 Aug.	10	740	10,000	2,000	1,950	5 - -	9,750 - -	11	- ditto.
732	Cheltenham Imperial Club Association (Limited).	Establishing a club-house on the Promenade at Cheltenham.	Back Promenade, Cheltenham.	30 Aug.	75	602	8,200	1,640	654	5 - -	3,270 - -	73	- ditto.
733	Llangrwyney Bridge Company (Limited).	Constructing a bridge for general traffic over the Usk at Llangrwyney, in the county of Brecon.	Offices of Mr. Davis, solicitor, Tower-street, Crickhowell, Brecon.	2 Sept.	32	155	2,500	250	185	10 - -	1,850 - -	36	- ditto.
734	Brinsley Hall Colliery Company (Limited).	Working and getting coal or other minerals, and selling same.	Not stated - - -	2 Sept.	7	395	25,000	2,500	395	Not stated	Not stated -	7	No longer in operation.
735	Indian and Australian Telegraph Company (Limited).	Constructing a telegraph from India or Ceylon *viâ* Singapore and thence to Australia and China.	2, Leadenhall-street, London.	2 Sept.	7	7	500,000	25,000	24,850	- 2 -	2,485 - -	190	Wound up.
736	Penralt Silver Lead Mining Company (Limited).	Working mines in the parish of Llany-Mowddwy, Merionethshire.	13, George-street, Mansion-house, London.	2 Sept.	7	120	18,000	6,000	6,000	2 5 -	13,500 4 10	31	Still in operation.
737	Yorkshire and Lincolnshire River Company (Limited).	Buying, selling, and carrying of coals and other merchandize in ships or boats.	37, Scale-lane, Kingston-upon-Hull.	7 Sept.	13	21	10,000	10,000	233	1 - -	176 2 6	197	- ditto.
738	District Savings Bank (Limited).	To receive money on deposit, to lend money, and to conduct the duties of general emigration agents.	67, Fleet-street, London	8 Sept.	8	240	50,000	50,000	13,292	- 5 -	2,866 15 -	344	No longer in operation.
739	Cockley Beck Mining Company (Limited).	Mining for copper and other minerals.	High-street, Dalton-in-Furness, Lincolnshire.	9 Sept.	8	3,100	3,000	10,000	3,100	Not stated	Not stated -	8	Wound up.
740	English and American Great Steam Ship Company (Limited).	The purchasing, completing, and working the "Great Eastern" steam-ship.	110, Fenchurch-street. London.	9 Sept.	7	7	500,000	1,000,000	7	- ditto -	- ditto -	7	No longer in operation.
741	Hayfield Gas Light and Waterworks Company (Limited).	Supplying Hayfield and neighbourhood with gas-light, water, and coke.	Gas Works, Hayfield -	15 Sept.	7	52	2,000	400	52	- ditto -	- ditto -	25	Still in operation.
742	Cowes Ferry Company (Limited).	Conveying passengers, &c., in a steam floating bridge across the harbour between West and East Cowes.	Sun Hill, West Cowes, Isle of Wight.	15 Sept.	7	40	3,000	300	298	10 - -	2,966 - -	41	- ditto.
743	Coed Talon Colliery Company (Limited).	Working coal, cannel, and ironstone mines in Fryddin Hope and Lees Wood, Flintshire.	Fryddin near Mold, Flint.	16 Sept.	7	515	78,000	650	650 650	100 - - 15 - -	74,750 - -	17	- ditto.
744	West of England Iron Company (Limited).	The raising of minerals and the manufacture and selling of iron, ironstone, coal, coke, &c.	Devizes, Wilts - -	20 Sept.	7	75	3,750	75	75	Not stated	Not stated -	7	Dissolved.
745	Manchester Investment and Advance Association (Limited).	Lending money - - -	Mr. P. Thompson, 19, Mount-street, Manchester.	20 Sept.	7	60	30,000	3,000	51	10 - -	436 - -	20	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858:			£.			£. s. d.	£. s. d.		
746	Devonport and South Devon Steam Flour Mill Company (Limited).	Manufacturing pure flour, and purchasing, selling, and dealing in all kinds of grain, &c., and grinding corn, &c., sent to Company's mills.	Mutton Cove, Devonport	21 Sept.	16	356	20,000	2,000	1,785	5 – –	8,920 – –	100	Still in operation.
747	Aldershott Market Company (Limited).	Establishment of a general market at Aldershott, in the county of Southampton.	Market-place, Aldershott	21 Sept.	17	116	2,000	400	400	5 – –	2,000 – –	41	– ditto.
748	Leeds and Liverpool Canal Steam Tug Company (Limited).	The application of steam power to towing-boats, &c., on the Leeds and Liverpool Canal.	87, Oldham-street, Liverpool.	23 Sept.	7	117	5,000	500	304	10 – –	3,032 – –	41	Dissolved.
749	Peninsular and North African Steam Navigation Company (Limited).	To provide steam communication between the United Kingdom and Spain and Portugal, &c.	8, Philpot-lane, London	23 Sept.	7	360	50,000	10,000	2,790	5 – –	13,930 – –	28	– ditto.
750	Intercolonial Royal Mail Steam Packet Company (Limited), now the Panama, New Zealand, and Australian Royal Mail Company (Limited).	To provide steam communication between Australia and New Zealand, and to promote emigration to those colonies from Great Britain and Ireland.	4, Moorgate-street, London, and Russia Chambers, Kingston-upon-Hull.	25 Sept.	10	5,575	187,500	25,000	11,264 8,979	7 – – 5 – –	123,296 15 –	183	Still in operation.
751	English Clergy Deposit and Advance Company (Limited).	Lending money to the clergy of the Established Church, and receiving money on deposit.	47 A, Moorgate-street, London.	29 Sept.	7	55	20,000	10,000	55	Not stated	Not stated –	7	No longer in operation.
752	Huelva Copper Mining Company (Limited).	Acquiring and working mines in the provinces of Seville and Andalusia, in the kingdom of Spain.	Not stated – – –	30 Sept.	7	605	75,000	15,000	Ordinary 4,620 6,000	1 – – Not liable.	2,515 – –	45	Dissolved.
753	Bridge Gas, Coke, and Coal Company (Limited).	Lighting with gas the parishes of Bridge and Patrixbourne.	Red Lion Inn, Bridge, Kent.	4 Oct. –	8	95	2,000	400	360	5 – –	1,800 – –	36	Still in operation.
754	Opera Colonnade Hotel Company (Limited).	Erecting an hotel and carrying on therein the usual business of an hotel, and of a wine, spirit, and beer merchant.	21, 22, 23, and 24, Charles-street, Haymarket, Middlesex.	5 Oct. –	7	140	25,000	5,000	140	Not stated	Not stated –	7	No longer in operation.
755	Turner's Patent Mill Strap Company (Limited).	Manufacturing mill straps – –	Greenmount-place, Beeston-hill, Leeds.	5 Oct. –	7	165	2,000	400	400	5 – –	1,885 – –	23	Wound up.
756	Aldershott Villa Company (Limited).	Purchasing and holding land at Aldershott, and building houses thereon.	Not stated – – –	5 Oct. –	7	7	5,000	5,000	7	Not stated	Not stated –	7	– ditto.
757	Weedon and Leamington Railway Company (Limited).	Making a railway from the London and North Western Railway at Weedon to Leamington Priors, in the county of Warwick.	34, Euston-square, Middlesex.	5 Oct. –	7	350	25,000	25,000	350	– ditto –	– ditto –	7	No longer in operation.
758	Wellington Restaurant Company (Limited).	Supplying all kinds of refreshment at the Wellington, St. James's-street.	53, St. James's-street, Piccadilly.	6 Oct. –	8	583	80,000	8,000	8,000	10 – –	80,000 – –	27	Wound up.

759	Burton Brewery Company (Limited).	Making and selling ales, beers, porter, and malt.	Burton upon Trent, Stafford.	6 Oct. -	89	3,100	310,000	26,000	Ordinary 12,490 Pref. 2,680	11 – – 10 – –	165,927 10 –	218	Still in operation.
760	Life and Property Protection Company (Limited).	Working patent inventions for protection against burglars, fire, &c.	193, Piccadilly, Middlesex.	6 Oct. -	7	625	50,000	50,000	625	Not stated	Not stated -	7	No longer in operation.
761	Kylon Potosi Silver Lead Mining Company (Limited).	Mining for silver lead and other ores, at the Kylon Potosi Mine, in Wales.	27, Lawrence Pountney-lane, London.	8 Oct. -	7	7	6,000	4,000	2,500 1,500	– 2 6 – 16 –	1,265 12 6	13	- ditto.
762	Cwmellan Silver Lead Mining Company (Limited).	Working the Cwmellan Silver Lead Mine, Wales.	11, Pancras-lane, St. Pancras, London.	8 Oct. -	7	7	6,000	5,280	3,000 3,000	– 2 6 – 17 6	2,787 10 –	29	Still in operation.
763	United Welsh Mining Company (Limited).	Working several mines (of silver lead, lead, copper, and barytes) in Wales.	27, Lawrence Pountney-lane, London.	8 Oct. -	7	7	20,000	20,000	7	Not stated	Not stated -	7	No longer in operation.
764	Atlantic Royal Mail Steam Navigation Company (Limited).	Steam communication between Galway, in Ireland, and the North American Continent.	40, Cannon-street, London, E.C.	8 Oct. -	7	7,150	1,100,000	1,100,000	81,200 253 17,837	10 – – 3 – – 1 – –	814,567 8 9	1,714	Still in operation.
765	Vancouver's Island and Frazer's River Steam Navigation Company (Limited).	Conveying passengers, goods, &c., by sea and land, and to act as shipbuilders, &c., and emigration agents.	22, Moorgate-street, London.	9 Oct. -	7	320	150,000	75,000	320	Not stated	Not stated -	7	No longer in operation.
766	Bolton Concert Hall Company (Limited).	Providing a hall or building for the performance of concerts, and other public purposes.	19 Acres Field, Bolton	11 Oct. -	7	11	3,500	700	410	5 – –	2,050 – –	50	Still in operation.
767	London Type Founding Company (Limited).	Manufacture and sale of type -	1, Skinner's-place, Size-lane, London.	11 Oct. -	8	40	10,000	1,000	40	Not stated	Not stated -	8	Wound up.
768	Lostwithiel Gas Light and Coke Company (Limited).	Manufacturing gas and coke -	Fore-street, Lostwithiel, Cornwall.	12 Oct. -	12	110	1,500	500	250 250	5 – – 1 – –	1,500 – –	58	Still in operation.
769	London Flour Company (Limited).	Millers and corn dealers - -	Ward's Wharf, Upper Ground-street, Blackfriars.	12 Oct. -	19	312	150,000	30,000	12,711	1 12 –	20,324 14 6	235	- ditto.
770	Victoria and British Columbia Company (Limited).	To carry out with Victoria and Columbia, &c., the businesses of merchants, shipowners, &c.	Not stated - - -	12 Oct. -	7	8	5,000	1,000	8	Not stated	Not stated -	7	Not known.
771	Hoxton Temperance Hall Company (Limited).	To build a new temperance hall in Saint Leonard's, Shoreditch.	1, High-street, Hoxton -	15 Oct. -	8	18	900	900	87	6d. per wk.	47 13 6	57	Dissolved.
772	Burgh Le Marsh Gas and Coke Company (Limited).	Manufacture and sale of gas, &c.	Market-place, Burgh Le Marsh, Lincoln.	20 Oct. -	10	81	1,000	200	160	5 – –	5 – –	25	Still in operation.
773	Victor Emanuel Mining Company (Limited).	Purchasing and working mines in the kingdom of Sardinia.	448, West Strand, Middlesex.	20 Oct. -	7	7	45,000	45,000	39,280	1 – –	39,280 – –	52	- ditto.
774	Great Ship Company (Limited)	Purchasing and fitting out the Great Eastern and other ships, and conveyance of passengers, goods, &c., and the general business of shipowners.	27, 28, the Albany, Old Hall-street, Liverpool.	21 Oct. -	8	8,000	100,000	100,000	100,000	1 – –	100,000 – –	1,088	Wound up.
775	City of London Assisting Emigration and Discount Company (Limited).	To assist emigrants by money advances at low interest.	80, Cornhill, London -	22 Oct. -	7	15	50,000	10,000	15	Not stated	Not stated -	7	No longer in operation.
776	Hope Silver, Lead, and Copper Mining Company, Jamaica (Limited).	Purchasing and working mines, &c., in Jamaica, and selling the produce.	3, Brabant-court, Philpot-lane, London.	22 Oct. -	7	1,819	100,000	4,000	4,000	25 – –	20,000 – –	56	Wound up.
777	Southall Brick Company (Limited).	Granting loans to brickmakers, at Southall, on mortgage.	3, Adelaide-place, London Bridge.	25 Oct. -	9	95	12,500	250	243	50 – –	12,025 –	10	No longer in operation.
778	New Eastern Archipelago Company (Limited).	Purchasing, cultivating, selling, &c., land, and working mines in the Islands of Borneo and Labuan, and trading with the said islands, &c.	63, Cornhill, London -	26 Oct. -	7	615	20,000	2,000	1,543	10 – –	11,300 – –	16	- ditto.

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858:			£.			£. s. d.	£. s. d.		
779	Universal Advertising Company (Limited).	Advertising by means of boards, placards, &c., on houses, &c., and the general business of advertisers.	19, 20, 21, Dean-street, Oxford-street, Middlesex.	26 Oct.	12	140	2,000	2,000	140	Not stated	Not stated	12	No longer in operation.
780	Crawley Gas Company (Limited).	Supplying the town of Crawley with gas.	Crawley-street, Ifield, Sussex.	29 Oct.	23	105	1,250	125	125	10 – –	1,250 – –	22	Still in operation.
781	Agricultural Chemicals Company (Limited).	Manufacturing fish manure and chemicals, for fertilizing the soil.	38, King William-street, London, E.C.	29 Oct.	7	310	60,000	12,000	310	Not stated	Not stated	7	No longer in operation.
782	Barravore Mining Company (Limited).	Mining for metallic ores, mineral and fossil substances at Barravore, in the parish of Rathdrum, county Wicklow.	Not stated	1 Nov.	7	7	20,000	4,000	7	ditto	ditto	7	Wound up.
783	Southgate and Colney Hatch Gas Light and Coke Company (Limited).	Supplying Southgate, Colney Hatch, and neighbourhood, with gas.	Gas Works, Colney Hatch.	2 Nov.	8	43	10,000	2,000	1,614	5 – –	8,070 – –	74	Still in operation.
784	Britannia Cotton Mill Company (Limited).	To acquire the Britannia Mill, near Bacup, and to carry on therein the business of cotton spinning, and to acquire and work the Hogshead Colliery, in the same neighbourhood, and to acquire and work other mills and collieries, if thought fit.	Britannia Mill, in Bacup	2 Nov.	10	314	40,000	1,600	548	25 – –	13,700 – –	7	ditto.
785	Dhoon Mining Company (Limited).	Mining at the Dhoon Mine, in the Isle of Man.	27 A, Bucklersbury, London.	3 Nov.	7	752	12,000	1,200	752	Not stated	Not stated	7	No longer in operation.
786	Wisbech Gas Light and Coke Company (Limited).	Manufacturing gas, coke, and other products connected therewith.	18, Lower Hill-street, Wisbech, St. Peter, Cambridgeshire.	5 Nov.	10	370	9,000	4,500	4,500	2 – –	9,000 – –	147	Still in operation.
787	Angola Railway Company (Limited).	To purchase a certain concession granted by the Portuguese Government, and thereunder to make railways, build hotels, construct docks, piers, &c., supply water and gas, and to work coal and other mines, in the province of Angola.	Not stated	6 Nov.	7	7	240,000	24,000	7	Not stated	Not stated	7	No longer in operation.
788	Bohemian Coal Mining Company (Limited).	Working coal and other mines in Bohemia.	1, New Broad-street	9 Nov.	7	1,400	30,000	30,000	23,470	1 – –	23,470 – –	25	ditto.
789	Devon New Copper Mining Company (Limited).	Mining and smelting	16, Barge-yard Chambers, Bucklersbury, London.	9 Nov.	7	170	40,000	20,000	Class A. 1843 Class B. 2,850 248	2 – – 2 – – – 10 –	9,055 5 –	137	ditto.
790	Julian Park Iron Company (Limited).	The general trade of ironmasters and manufacturers.	The Deanery, Wolverhampton.	10 Nov.	8	143	30,000	6,000	143	Not stated	Not stated	8	ditto.
791	Great Stanmore Gas Company (Limited).	Supplying Great Stanmore and neighbourhood with gas.	Edgware, Little Stanmore.	10 Nov.	8	66	4,500	225	205	20 – –	4,500 – –	23	Still in operation.

792	Beverley General Cemetery Company (Limited).	Establishing a general cemetery at Beverley.	Lady Gate, Beverley, Yorkshire.	10 Nov.	17	17	3,000	300	17	Not stated	Not stated -	17	No longer in operation.
793	Tablet Newspaper Company (Limited).	Purchasing and carrying on the Tablet Newspaper, &c.	Not stated - - -	11 Nov.	7	472	8,000	1,000	472	- ditto -	- ditto -	7	- ditto.
794	Haydon Bridge Gas Light Company (Limited).	Lighting the town of Haydon Bridge, in Northumberland, with gas.	Gas Works, Haydon-Bridge. Conway.	11 Nov.	7	70	1,000	1,000	929	1 - -	929 - -	27	Still in operation.
795	Conway Gas Company (Limited).	Lighting Conway, and its vicinity, with gas.	Conway - - -	12 Nov.	11	150	2,000	400	373	5 - -	1,865 - -	35	- ditto.
796	Yorkshire Printing and Publishing Company (Limited).	Purchasing the "Hull Advertiser" newspaper, and the general printing business of Edward Francis Collins.	29, Lowgate, Kingston-upon-Hull.	12 Nov.	7	7	3,200	8	8	400 - -	2,400 - -	7	- ditto.
797	City Building and Investment Company (Limited).	Buying and selling lands, tenements, &c.; lending money, receiving same on deposit, at interest, and discounting bills, &c.	29, Poultry, London -	13 Nov.	9	202	25,000	5,000	1,201	3 - -	3,433 10 6	110	- ditto.
798	Parkgate Hotel Company (Limited).	Purchasing the "Old Ship" Inn, converting same into an hotel.	Not stated - - -	13 Nov.	9	72	2,000	200	112	10 - -	1,050 - -	21	- ditto.
799	King's Cross Patent Wheel Company (Limited).	The usual business of wheelwrights.	Pancras-road, King's Cross.	15 Nov.	7	3,600	50,000	10,000	6,252 705	5 - - 2 10 -	31,832 10 -	27	- ditto.
800	Mersey Graving Dock Company (Limited).	The building and repairing of ships, &c. of every description, and the maintenance of graving docks.	Not stated - - -	15 Nov.	7	155	80,000	1,600	155	Not stated	Not stated -	7	Dissolved.
801	Little Down and Ebber Rocks Mineral and Mining Company (Limited).	Working lead and other mines on and under the Little Down and Ebber Rocks Estate, Wookey, Somerset.	74, King William-street, London, E.C.	16 Nov.	8	400	50,000	50,000	1,302	- 2 6	162 14 -	30	Wound up.
802	London General Omnibus Company (Limited).	Working omnibuses and the business of common carriers in London, and within 15 miles of General Post Office.	31, Moorgate-street, London.	16 Nov.	7	2,300	700,000	175,000	148,525	4 - -	594,100 - -	2,912	Still in operation.
803	North Wales Coke Company (Limited).	Making and selling coke, and buying or raising and selling coals.	Wharf-road, Paddington, Middlesex.	16 Nov.	7	52	6,000	120	110	40 - -	4,400 - -	11	- ditto.
804	Shrewsbury and Hereford Extension Railway Company (Limited).	Making a railway between Woofferton Station on the Shrewsbury and Hereford Railway, to Tenbury.	Office of Mr. Norris, Terne-street, Tenbury, Worcester.	17 Nov.	8	166	35,000	3,500	166	Not stated	Not stated -	8	No longer in operation.
805	Ponkey Iron Company (Limited).	Mining for ironstone, coal, &c. at Ruabon, in the county of Denbigh.	Ponkey Iron Works, Ruabon, Denbigh.	19 Nov.	8	96	9,600	96	96	- ditto -	- ditto -	8	Not known.
806	Upper Bengal and Bombay Irrigation and Canal Company (Limited).	Constructing a system of works of irrigation in Bengal and Bombay.	25, Abingdon-street, Westminster.	24 Nov.	7	42	1,000	50	42	- ditto -	- ditto -	7	No longer in operation.
807	Grosvenor and West End Railway Terminus Hotel Company (Limited).	Erecting hotels, and carrying on the business of hotel keepers.	Grosvenor Hotel, Pimlico.	24 Nov.	7	355	160,000	10,000	9,508	10 - -	95,080 - -	183	Still in operation.
808	Menai Bridge Gas and Coke Company (Limited).	Supplying the town of Menai Bridge with gas.	Menai Bridge, Anglesea	24 Nov.	7	82	1,700	340	326	5 - -	1,630 - -	31	- ditto.
809	Purely Animal Manure Company (Limited).	Manufacturing manures - -	River Head, Pocklington	25 Nov.	7	400	100,000	50,000	560	2 - -	1,070 - -	11	- ditto.
810	Maldon Public Hall Company (Limited).	Providing a public hall - -	High-street, Maldon, Essex.	26 Nov.	7	10	2,500	100	95	25 - -	2,375 - -	54	- ditto.
811	Lower Bengal Irrigation and Canal Company (Limited).	Constructing works for irrigation of lands, navigable canals, and tramways, in the province of Lower Bengal.	34, Cannon-street, London.	29 Nov.	7	7	1,000	50	7	Not stated	Not stated -	7	Merged into the East India Irrigation and Canal Company.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1858:			£.			£. s. d.	£. s. d.		
812	Nant Maur Colliery Company (Limited).	Mining for coal, &c.	Nant Maur, Buckley-lane, Mold, Flint.	4 Dec.	7	107	5,000	250	195	20 – –	3,782 – –	35	Merged into the Nant Coal Company (Limited).
813	Worcester Pleasure Grounds Company (Limited).	Forming and maintaining public pleasure grounds.	Worcester	6 Dec.	17	117	5,000	500	188	Not stated	374 – –	36	Wound up.
814	Harrogate and Knaresborough Union Corn, Flour, and Provision Company (Limited).	Corn millers, and flour, meal, and provision dealers.	Harrogate, York	7 Dec.	7	7	1,000	1,000	140	1 – –	109 14 6	140	Still in operation.
815	Trade Silk Condition Company (Limited).	Ascertaining the condition of and assaying of silk.	4, Alderman's Walk, New Broad-street.	7 Dec.	11	140	2,000	400	285	5 – –	1,425 – –	33	- ditto.
816	Bath Washing Company	Carrying on a laundry business	9, Edgar-buildings, Bath	7 Dec.	8	8	1,000	10	8	Not stated	Not stated -	8	Dissolved.
817	Carlisle Examiner and North of England Advertiser Newspaper Company (Limited).	Publishing a newspaper	West Walls, Carlisle	10 Dec.	7	10	1,000	50	10	- ditto -	- ditto -	7	- ditto.
818	Prescot Market-hall Company (Limited).	Erecting a market-hall in the town of Prescot.	Prescot, Lancashire	11 Dec.	7	44	1,000	200	154	5 – –	770 – –	38	Still in operation.
819	Australasian and Pacific Company (Limited).	Providing vessels and conveying goods and passengers by sea.	88, Cannon-street, London.	11 Dec.	8	8	500,000	100,000	8	Not stated	Not stated -	8	No longer in operation.
820	British Honduras Company (Limited).	Conducting the business of cutters of mahogany and other woods in Honduras.	29, Great St. Helen's	13 Dec.	7	170	100,000	20,000	12,400	5 – –	59,785 – –	45	Still in operation.
821	West Melton Waterworks Company (Limited).	Supplying water to West Melton and its vicinity.	West Melton	13 Dec.	7	181	3,000	3,000	2,400	1 – –	2 400 – –	69	- ditto.
822	East India Cotton Company (Limited).	Cultivating cotton in India	Gresham House, Old Broad-street, London.	14 Dec.	7	645	1,000,000	100,000	645	Not stated	Not stated -	7	No longer in operation.
823	St. Decuman's Gaslight and Coke Company (Limited).	Supplying gas to Watchet and Williton and neighbourhood.	Williton, St. Decuman's, Somerset (Office of Mr. White).	15 Dec.	11	125	2,500	500	125	- ditto -	- ditto -	11	- ditto.
824	Cafartha Mine Company (Limited).	Working the Cafartha mine, in the county of Denbigh.	Not stated	16 Dec.	18	120	12,000	120	120	87 10 –	10,375 – –	19	Still in operation.
825	Brymbo Lead and Spelter Company (Limited).	Carrying on the business of lead smelting at Brymbo.	Brymbo, Wrexham, Denbigh.	17 Dec.	7	24	20,000	2,000	920	10 – –	8,675 – –	49	Wound up.
826	Crystal Palace Magazine Company (Limited).	Publishing a newspaper, to be called the "Crystal Palace Magazine."	Crystal Palace, Sydenham, Surrey.	18 Dec.	7	150	1,000	200	150	5 – –	700 – –	7	No longer in operation.
827	Witney Railway Company (Limited).	Making a railway from Witney to Tainton, in the county of Oxford.	Not stated	22 Dec.	7	7	60,000	6,000	7	Not stated	Not stated -	7	Incorporated by Act of Parliament.
828	Dovercourt Hotel Company (Limited).	To provide an hotel at Dovercourt, Essex.	Church-street, Harwich, Essex.	23 Dec.	7	29	7,000	1,400	29	- ditto -	- ditto -	7	No longer in operation.
829	Cumberland Black Lead Mine Company (Limited).	Working the Borrowdale mills in England.	185, Gresham House, Old Broad-street, London.	23 Dec.	8	816	20,000	2,540	{ 1,700 840	{ 5 – – 3 – – }	10,458 – –	57	Wound up.
830	Borough of Marylebone Gas Consumers' Company (Limited).	Supplying Marylebone with gas	47 A, Moorgate-street, London.	23 Dec.	8	400	200,000	200,000	400	Not statnd	Not stated -	8	- ditto.
831	South Atlantic Telegraphic Company (Limited).	Establishing telegraphic communication between England and Brazil.	Not stated	24 Dec.	7	7	1,600,000	160,000	7	- ditto -	- ditto -	7	No longer in operation.

832	Ponder's End and Enfield Highway Gaslight and Coke Company (Limited).	Supplying Ponder's End and neighbourhood with gas.	High-street, Ponder's End, Middlesex.	28 Dec. -	9	135	5,000	1,000	883	5 – –	4,415 – –	64	Still in operation.
833	Grosvenor Lead Mining Company (Limited).	Mining for lead, copper, and other ore at Halkyn, in the county of Flint.	16, Heublas, Wrexham, Denbigh.	28 Dec. -	7	355	5,000	5,000	4,910	1 – –	4,206 5 –	105	Wound up.
834	Oude Irrigation and Canal Company (Limited).	Constructing irrigation works and navigable canals in the Province of Oude.	Not stated - - -	29 Dec. -	7	50	1,000	50	50	Not stated	Not stated -	7	No longer in operation.
835	Grain and Flour Importation Company (Limited).	Importing grain, flour, and breadstuff.	- ditto - - -	30 Dec. -	7	7	5,000	5,000	7	- ditto -	- ditto -	7	Not known.
				1859:									
836	German Barm Company (Limited).	Importing German yeast - - -	9, Lever-street, Manchester.	4 Jan. -	7	23	1,000	2,000	23	- ditto -	- ditto -	7	- ditto.
837	Lancaster Athenæum Company (Limited).	Providing a building in Lancaster to be used for lectures, concerts and exhibitions.	The Athenæum, Lancaster.	4 Jan. -	10	265	2,500	500	500	5 – –	2,500 – –	70	Still in operation.
838	London District Telegraph Company (Limited).	Providing and maintaining electric communication between places within and around London.	90, Cannon-street, City of London.	4 Jan. -	8	320	60,000	12,000	10,740	5 – –	50,180 5 –	184	- ditto.
839	Denham Bridge Mining Company (Limited).	Mining and smelting - - -	23, Moorgate - street, London.	4 Jan. -	11	185	3,300	6,600	6,000	– 6 6	1,588 2 6	72	Dissolved.
840	Scottish Australian Mining Company (Limited).	Mining on certain properties to be purchased of the Scottish Australian Investment Company.	24, Gresham-street, London.	6 Jan. -	7	3,875	120,000	120,000	120,000	– 17 6	104,110 2 6	729	Still in operation.
841	Tamar Coal Manure and General Mercantile Company (Limited).	Erecting piers, docks, &c., near Calstock in Cornwall, manufacturing manures, crushing corn, &c.	Kelley Wharf, Calstock, Cornwall.	7 Jan. -	7	61	8,000	1,600	1,600	4 10 –	7,119 – –	63	- ditto.
842	Grassi Patent Screw Locomotive Company (Limited).	Ascertaining by actual working the practicability of the system known as "The Grassi Patent Screw Locomotive," and granting licenses for working same.	68, Lincoln's-Inn Fields, Middlesex.	7 Jan. -	10	552	25,000	50,000	552	Not stated	Not stated -	10	No longer in operation.
843	Herne Bay Hall Company (Limited).	Building a town hall at Herne Bay.	Not stated - - -	7 Jan. -	7	125	2,000	400	125	- ditto -	- ditto -	7	- ditto.
844	Ulmate of Ammonia Company (Limited).	Manufacturing and trading in manures.	- ditto - - -	8 Jan. -	7	750	27,000	2,700	750	- ditto -	- ditto -	- -	Wound up.
845	Coventry Newspaper Company (Limited).	Publishing a newspaper in Coventry.	3, Theatre-yard, Smithford-street, Coventry.	10 Jan. -	15	82	1,000	2,000	673	– 4 –	134 10 –	44	- ditto.
846	St. Asaph Gas Company (Limited).	Supplying St. Asaph, in the county of Flint, with gas.	St. Asaph, Flint - -	11 Jan. -	36	351	1,600	320	320	5 – –	1,600 – –	35	Still in operation.
847	Great Yarmouth Mariners' and Tradesmen's Coal Company (Limited).	The purchase and sale of coal, &c.	36, South Quay, Great Yarmouth, Norfolk.	12 Jan. -	8	33	400	400	352	– 15 –	253 15 –	108	Wound up.
848	Aldershot Gas Company (Limited).	Supplying Aldershot with gas -	Aldershot - - -	12 Jan. -	11	48	15,000	500	243	1 – –	173 – –	26	- ditto.
849	General Investment Association (Limited).	Advancing money upon securities at interest, and receiving money on deposit at interest.	22, Southampton-street, Strand.	12 Jan. -	7	110	10,000	1,000	242	4 – –	972 15 –	19	Still in operation.
850	Bray's Traction Engine Company (Limited).	Purchasing certain letters patent granted to W. Bray, and manufacturing traction engines according to such patent inventions.	12, Pall Mall East, London.	12 Jan. -	7	22	100,000	20,000	{ 3,454 1,558	5 – – Not liable	} 25,060 – –	22	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
851	Asphaltum Company (Limited)	Mining for and importing and selling in England and elsewhere a certain substance called asphaltum.	19, Gresham-street, E.C.	13 Jan.	7	35	200,000	200,000	122,933	– 16 –	107,869 8 –	203	Wound up.
852	Bincliff and Castern Mining Company (Limited).	Working the Bincliff and Castern Mines.	Wilton, Staffordshire -	14 Jan. -	7	28	5,000	1,000	140 400	2 10 – Nil	230 – –	19	Still in operation.
853	Embsay Waterworks Company (Limited).	Supplying Embsay with water -	Embsay, Yorkshire -	17 Jan. -	19	49	650	130	98	5 – –	490 – –	31	- ditto.
854	Wootton Bassett Gas, Coal, Coke, and Fitting Company (Limited).	Supplying Wootton Bassett with gas.	Wootton Bassett, Wilts.	18 Jan. -	9	110	2,000	400	360	5 – –	1,800 – –	28	- ditto.
855	Ullswater Steam Navigation Company (Limited).	Conveying passengers and goods in steam and other vessels on Lake Ullswater.	Office of Mr. Brunskill, Crown-square, Penrith, Cumberland.	18 Jan. -	7	10	3,000	120	70	25 – –	1,750 – –	44	- ditto.
856	Staffordshire Sentinel Printing and Publishing Company (Limited).	To purchase and publish the Staffordshire Sentinel newspaper.	Cheapside, Hanley, Staffordshire.	19 Jan. -	7	130	5,000	1,000	130	Not stated	Not stated -	7	Wound up.
857	Midsomer Norton Market Company (Limited).	Establishing a market at Midsomer Norton.	Midsomer Norton, Somerset.	20 Jan. -	8	170	1,300	1,300	1,275	1 – –	1,275 – –	102	Still in operation.
858	Skelmanthorpe Gas Company (Limited).	Supplying Skelmanthorpe with gas.	Green Side, Skelmanthorpe, York.	20 Jan. -	41	910	2,000	2,000	1,800	1 – –	1,800 – –	48	- ditto.
859	Coed Cynric Lead Mine Company (Limited).	Lead mine at Llanferras, in the county of Denbigh.	Aberdune Llanferras, Denbigh.	21 Jan. -	7	115	5,000	500	500	10 – –	5,000 – –	61	- ditto.
860	Vigra and Clogan Copper Mining Company (Limited).	Mining for copper and other ores and minerals.	28, Bucklersbury, City of London.	22 Jan. -	8	29	21,000	4,200	4,200	3 5 –	13,650 – –	80	- ditto.
861	Zeal Manor Mining Company (Limited).	Mining for copper at South Zeal, in the parish of South Tawton, Devon.	37, Southampton-buildings, Middlesex.	24 Jan. -	6	5,560	9,000	6,000	5,930	1 5 –	6,161 5 –	10	- ditto.
862	Patent Starch Company (Limited).	The purchase of the patent, works, &c. of the London Starch Company (Limited), and the manufacturing starch, mustard, &c.	Not stated - - -	24 Jan. -	7	410	30,000	6,000	A. 985 B. 3,650	2 10 – 5 – –	2,337 10 –	90	Dissolved.
863	Steyning Gas Company (Limited).	Manufacturing and selling gas -	Steyning, Sussex - -	26 Jan. -	7	45	1,500	150	132	10 – –	1,320 – –	27	Still in operation.
864	Cardiff Warehouse Company (Limited).	Building and letting warehouses at Cardiff.	Office of the Local Board of Health, Cardiff.	29 Jan. -	7	102	6,000	240	102	Not stated	Not stated -	7	No longer in operation.
865	South Tresavean Mining Company (Limited).	Mining for copper at Perranarworthal, in the county of Cornwall.	Not stated - - -	2 Feb. -	7	35	10,000	5,000	35	- ditto -	- ditto -	7	- ditto.
866	Long Buckleby Gaslight and Coke Company (Limited).	Supplying Long Buckleby with gas.	At the house of Henry Adams Coles, in Weedon Beck, Northampton.	2 Feb. -	7	55	2,000	400	400	5 – –	2,000 – –	60	Still in operation.
867	Howden Gas Company (Limited).	Supplying gas to Howden, in the county of York.	Howden, Yorkshire -	7 Feb. -	10	77	4,000	400	400	7 – –	2,800 – –	44	- ditto.
868	Dundalk Lead Mining Company (Limited).	To extend the working of the Dundalk Mines.	26, Gresham-street, London.	9 Feb. -		1,985	4,000	4,000	1,804 1,060	1 – – – 15 –	2,417 2 6	30	Dissolved.

869	Corn Exchange Chambers Company (Limited).	Constructing subscription and refreshment rooms, vaults, &c., in Seething-lane, in the City of London.	26, Gresham-street, London.	9 Feb. -	29	58	12,000	80	80	150 - -	12,000 - -	41	- ditto.
870	South Western Consumers' Gas Company (Limited).	Supplying Wandsworth, Putney, &c., with gas.	4, Serjeants' Inn, Fleet-street, London.	12 Feb. -	7	7	20,000	4,000	7	Not stated	Not stated -	7	No longer in operation.
871	Stearic Acid Company (Limited).	Manufacturing fat, acids, glycerine soap, and other substances.	Millwall, Poplar -	14 Feb. -	8	126	20,000	1,000	249	20 - -	4,980 - -	16	Still in operation.
872	Bury and Heap Commercial Company (Limited).	Cotton spinning and manufacturing.	10, Chesham Field, Bury, Lancaster.	14 Feb. -	7	160	30,000	3,000	3,000	10 - -	30,000 - -	293	- ditto.
873	Maresfield Gunpowder Company (Limited).	Manufacturing gunpowder, &c. -	26, New Broad-street, London.	17 Feb. -	7	7	10,000	400	320	25 - -	7,500 - -	12	- ditto.
874	Glyncorrwg Coal Company (Limited).	Mining near Glyncorrwg in Glamorganshire, and holding shares in the South Wales Mineral and other companies.	6, Victoria-street, Westminster.	17 Feb. -	9	4,995	100,000	10,000	6,390	10 - -	63,802 - -	17	- ditto.
875	Rye Cattle Market Company (Limited).	Providing a new cattle market at Rye.	Church-street, Rye, Sussex.	17 Feb. -	39	106	1,500	150	150	10 - -	1,500 - -	58	- ditto.
876	Oakamoor and Stanton Mining Company (Limited).	Searching for, and raising all metallic ores and coal.	5, Barge-yard, Bucklersbury.	18 Feb. -	35	1,670	50,000	50,000	1,670	Not stated	Not stated -	35	Dissolved.
877	Atlas Oil Mill Company (Limited).	Manufacturing cake and oil from seeds, and refining oils.	18, Chapel-street, Liverpool.	18 Feb. -	8	100	40,000	4,000	100	- ditto -	- ditto -	8	- ditto.
878	York Town and Blackwater Gas and Coke Company (Limited).	Supplying York Town, Surrey, and Blackwater, Hants, with gas.	York Town, Surrey -	18 Feb. -	7	120	1,500	600	600	2 10 -	1,500 - -	87	Still in operation.
879	Broadstairs Waterworks Company (Limited).	Supplying Broadstairs and the adjoining district with water.	2, Albion-street, Broadstairs, Kent.	19 Feb. -	7	90	3,000	600	500	5 - -	2,500 - -	42	- ditto.
880	Bristol Manure Company (Limited).	Manufacturing all kinds of manure.	St. Philip's Marsh, Bristol.	21 Feb. -	7	350	10,000	10,000	750	1 - -	750 - -	7	No longer in operation.
881	British Manganese Mining Company (Limited).	To procure and work a manganese mine.	Not stated - - -	21 Feb. -	7	135	10,000	5,000	135	Not stated	Not stated -	7	- ditto.
882	Watford Gas Consumers' Company (Limited).	Supplying the towns and neighbourhood of Watford and Bushey with gas.	Office of Mr. Sedgwick, Watford, Herts.	21 Feb. -	9	50	4,500	900	50	- ditto -	- ditto -	9	- ditto.
883	National Flax Company (Limited).	To acquire and work certain patents for improvements in machinery for preparing flax, hemp, &c.	193, Gresham House, Old Broad-street, London.	22 Feb. -	20	60	600	60	60	10 - -	600 - -	18	Not known.
884	Uxbridge Cotton Mills Company (Limited).	Working an invention to extract wool from mixed fabrics containing wool and cotton.	Uxbridge, Middlesex -	22 Feb. -	7	2,504	10,000	10,000	2,504	Not stated	Not stated -	7	- ditto.
885	West of Ireland Steam Navigation Company (Limited).	Conveying goods and passengers by sea to and from Liverpool, and ports on the Irish coast.	1, Romford-place, Liverpool.	21 Feb. -	7	521	20,000	2,000	523	- ditto -	- ditto -	8	Still in operation.
886	Beulah Spa Hydropathic Institution and Hotel Company (Limited).	Establishing a hydropathic institution (and hotel, if thought fit) at the Beulah Spa, Norwood.	Not stated - - -	24 Feb. -	7	275	7,000	700	630	10 - -	6,300 - -	24	- ditto.
887	Woodford Brick and Tile-making Company (Limited).	Manufacturing bricks and tiles -	- ditto - - -	25 Feb. -	7	100	5,000	5,000	100	Not stated	Not stated -	7	No longer in operation.
888	Dartmouth Steam Packet Company (Limited).	Conveying passengers and goods in steam vessels.	New Quay, Dartmouth, Devon.	25 Feb. -	7	1,060	15,000	1,500	1,275	1 - -	1,270 - -	31	Still in operation.
889	Abergele Gas, Coke, and Water Company (Limited).	Supplying Abergele with gas and water.	Chapel-street, Abergele, Denbigh.	26 Feb. -	7	127	2,000	400	400	5 - -	2,000 - -	40	- ditto.
890	Cannock Chase Colliery Company (Limited).	Working mines of coal, cannel, &c., at Cannock Chase, in the county of Stafford.	Cannock Chase Colliery, Lichfield, Stafford.	26 Feb. -	12	990	125,000	The paid-up capital of this company consists partly of shares, and partly of stock, amounting to 122,000 *l.*				26	- ditto.

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	In England—*continued.*			1859:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
891	Stockton Grand Stand Company (Limited).	Erecting a building, to be called the "Stockton Grand Stand."	Ardwick-terrace, Stockton, Durham.	26 Feb.	7	29	1,500	300	191	5 – –	955 – –	41	Still in operation.
892	South Essex Equitable Investment and Advance Company (Limited).	Advancing money on security, and receiving deposits at interest.	Silver-street, Maldon, Essex.	28 Feb.	7	11	20,000	1,000	175	10 – –	1,750 – –	42	- ditto.
893	Castle Mill Company, Shrewsbury (Limited).	Grinding corn, &c., at the Castle Mills, Shrewsbury.	Shrewsbury, Salop	1 Mar.	7	43	15,000	300	100	40 – –	3,950 – –	26	Dissolved.
894	Llanidloes Gas, Coal, and Coke Company (Limited).	Supplying Llanidloes with Gas	Llanidloes, Montgomery	3 Mar.	27	202	1,500	300	300	5 – –	1,500 – –	25	Still in operation.
895	Watton Gas and Coke Company (Limited).	Supplying Watton, in the county of Norfolk, with gas.	Watton, Norfolk	3 Mar.	7	52	1,400	140	130	10 – –	1,300 – –	35	- ditto.
896	Redhill Market-house Company (Limited).	Erecting a market-house and public rooms at Redhill, in the parish of Reigate.	Galton Park, Reigate	5 Mar.	9	66	3,000	600	545	5 – –	2,703 10 –	94	- ditto.
897	Crystal Palace Printing and Publishing Company (Limited).	Carrying on the business of printers, publishers, and stationers in the Crystal Palace.	Crystal Palace, Sydenham	8 Mar.	8	398	2,000	400	400	5 – –	2,000 – –	398	No longer in operation.
898	Tynemouth Promenade and Assembly Rooms Company (Limited).	Providing an hotel, promenade, assembly, and other rooms at Tynemouth.	14, Royal Arcade, Newcastle-upon-Tyne.	9 Mar.	7	255	12,000	1,200	780	10 – –	7,710 – –	67	Still in operation.
899	Banks Mill Cotton Company (Limited).	To acquire the Banks Mill, near Todmorden, in the parish of Rochdale, and to carry on the business of cotton spinners.	Banks Mill, Todmorden	9 Mar.	9	13	5,000	50	36	100 – –	3,600 – –	10	- ditto.
900	South of Ireland Pottery Company (Limited).	Manufacturing all kinds of pottery	Not stated	9 Mar.	7	7	5,000	5,000	7	Not stated	Not stated	7	Not known.
901	Excelsior Patent Pianoforte Company (Limited).	Manufacturing Taylor's patent Excelsior pianofortes, or any other pianofortes.	16, Ludgate-hill, London.	9 Mar.	8	8	5,000	5,000	8	- ditto -	- ditto -	8	No longer in operation.
902	Northfleet Docks and London Quays Company (Limited).	Carrying on the business of dock owners, merchants, and manufacturers.	10, Cannon-street, London.	11 Mar.	7	400	1,500,000	75,000	400	- ditto -	- ditto -	7	Wound up.
903	Sheffield Patent Brick and Fire Clay Company (Limited).	Manufacturing bricks, pipes, &c., by patent machinery.	9, Central Chambers, Sheffield, York.	14 Mar.	8	80	10,000	2,000	80	- ditto -	- ditto -	8	No longer in operation.
904	Patent Wool Company (Limited).	Obtaining wool from the refuse rags of mixed woollen and cotton fabrics, and rendering same suitable for manufacturing purposes.	Not stated	15 Mar.	7	254	10,000	1,000	254	- ditto -	- ditto -	7	Dissolved.
905	Union Discount and Agency Company (Limited).	Discounting bills, &c., lending money on security, and transacting agency business.	3, Lothbury, London	15 Mar.	7	175	20,000	10,000	175	- ditto -	- ditto -	7	No longer in operation.
906	Alt-y-Crib Mining Company (Limited).	To purchase the lease and plant of the Alt-y-Crib Mine, Cardiganshire, and to work the said mine.	Not stated	16 Mar.	9	260	5,000	1,000	1,000	4 – –	3,526 4 –	29	Still in operation.

907	Commercial Investment Company (Limited).	Lending money and discounting bills.	35, Ludgate-hill, London	18 Mar. -	7	140	25,000	2,500	279	5 - -	1,395 - -	7	- ditto.
908	Wymswold Gas and Coke Company (Limited).	Lighting the town of Wymswold with gas.	Wymswold, Leicestershire.	19 Mar. -	29	152	1,000	200	167	5 - -	830 - -	29	- ditto.
909	Chatteris Gas and Coke Company (Limited).	Supplying gas to the town of Chatteris.	Slade End, Chatteris, county of Cambridge.	22 Mar. -	64	500	2,500	500	500	Not stated	Not stated -	64	- ditto.
910	Liverpool and Birkenhead Slate Company (Limited).	Working slate quarries at Maentwrog, Merionethshire.	5, York-buildings, Dale-street, Liverpool.	22 Mar. -	7	33	30,000	1,500	Class A. 1,050 Class B. 450	13 - - Not liable	13,502 10 -	41	- ditto.
911	Warrington Public Hall Company (Limited).	Erecting and maintaining a public hall.	Not stated - - -	23 Mar. -	8	220	4,200	4,200	3,875	1 - -	3,875 - -	115	- ditto.
912	Permanent Advertising and General Agency Company (Limited).	Advertising and general agency -	83, Lower Thames-street, in the City of London.	24 Mar. -	8	145	10,000	2,000	572	5 - -	2,293 8 -	66	- ditto.
913	Shirley and Freemantle Gas Company (Limited).	Supplying gas to Shirley and Freemantle, near Southampton.	Gas Works, Shirley, Hants.	24 Mar. -	11	455	5,000	1,000	455	Not stated	Not stated -	11	Not known.
914	St. Hellier's Water Company (Limited).	Supplying St. Hellier's, in the island of Jersey, with water.	10, Walbrook, London	24 Mar. -	7	140	30,000	6,000	140	- ditto -	- ditto -	7	No longer in operation.
915	Ecuador Land Company (Limited).	Obtaining land in Ecuador, and to carry on farming, mining, smelting, and trading operations on the same, and promoting emigration thereto.	11, Warnford-court, E. C.	25 Mar. -	24	725	50,000	25,000	4,356 1,027	2 - - 1 - -	9,481 - -	176	Still in operation.
916	Whitworth Vale Gas Company (Limited).	Supplying Whitworth and the adjoining villages with gas.	Whitworth, near Rochdale, Lancashire.	25 Mar. -	7	360	12,000	2,400	1,200 1,200	5 - - 2 10 -	9,000 - -	58	Dissolved by Act of Parliament, and a new Company bearing the same name constituted in its place.
917	Great Central Mining Company of Devon (Limited).	Purchasing and working tin, copper, iron, and other mines in the county of Devon.	70, Cheapside, London -	28 Mar. -	7	295	30,000	30,000	295	Not stated	Not stated -	7	No longer in operation.
918	Atlas Building Company (Limited).	Dealing in land, building houses, and borrowing and lending money on mortgage of land and houses.	21, Abchurch-lane, London.	30 Mar. -	8	290	10,000	1,000	350	10 - -	3,500 - -	11	Still in operation.
919	East India Steam Navigation Company (Limited).	Providing and working steam vessels for the navigation of rivers in the East Indies, &c.	221 A, Gresham House, Old Broad-street, London.	30 Mar. -	7	310	120,000	24,000	9,407	5 - -	42,343 - -	201	Wound up.
920	Granada Gas and Coke Company (Limited).	Supplying the City of Granada, in the Kingdom of Spain, with gas.	Not stated - - -	31 Mar. -	8	194	50,000	5,000	194	Not stated	Not stated -	8	No longer in operation.
921	Attercliffe Colliery Company (Limited).	To acquire and work the Attercliffe Colliery, near Sheffield.	38, Moorgate-street, London.	31 Mar. -	8	570	30,000	30,000	855	- 10 -	95 - -	15	- ditto.
922	North West Transit Company (Limited).	Conveyance of goods, mails, and passengers in the provinces of Canada and British Columbia, by means of railroads, steamboats, &c., to be provided by the Company.	Not stated - - -	2 Apr. -	7	7	200,000	20,000	7	Not stated	Not stated -	7	- ditto.
923	Albion Investment Company (Limited).	Buying and selling freehold and other property, and lending money on same; discounting bills of shareholders.	19, Cannon-street West, E. C.	4 Apr. -	7	9	30,000	500	9	- ditto -	- ditto -	7	- ditto.
924	Gloucestershire Coal Mining Company (Limited).	Coal-mining in the Forest of Dean.	16, Bishopsgate-street -	5 Apr. -	7	4,800	40,000	40,000	5,490	1 - -	5,236 5 -	46	Dissolved.
925	Bastier's Patent Hydraulic Pump Company (Limited).	Manufacturing Bastier's patent and other pumps.	Not stated - - -	5 Apr. -	7	7	5,000	5,000	7	Not stated	Not stated -	7	Not known.

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
926	Syston Gaslight and Coke Company (Limited).	Supplying the village of Syston, in the county of Leicester, with gas.	Syston, Leicestershire -	7 April	7	80	2,000	400	400	5 – –	2,000 – –	21	Still in operation.
927	South Devon Iron and General Mining Company (Limited).	Mining in the counties of Devon and Cornwall, or elsewhere, in England.	City Bank Chambers, Threadneedle-street, London.	7 April	7	6,650	65,000	65,000	52,605	1 – –	52,605 – –	129	Wound up.
928	Joint Stock Land, Building, and Investment Company (Limited).	Dealing in land and other property, and lending money upon mortgage.	1, Wardrobe-place, Doctors' Commons, London.	7 April	9	400	100,000	20,000	727	1 – –	727 – –	30	Still in operation.
929	Mercantile Discount Company (Limited).	Lending money and discounting bills.	24 and 25, Birchin-lane, London.	9 April	7	150	200,000	4,000	1,776	25 – –	43,525 – –	110	Wound up.
930	Devon Kapunda Copper and Silver Lead Mining Company (Limited).	To acquire and work the Devon Kapunda Mine, situate in the parish of South Sydenham, in the county of Devon.	37, Walbrook, London -	9 April	9	9	30,000	30,000	19,915	– 15 –	14,497 10 –	167	No longer in operation.
931	Carshalton Wool Company (Limited).	Carrying out a new process of obtaining wool, &c. from refuse rags.	Carshalton, Surrey -	12 April	8	1,214	60,000	12,000	2,472	4 – –	10,999 – –	23	Wound up.
932	Universal Steam Printing Company (Limited).	To carry on the general printing business.	Not stated - - -	12 April	7	7	5,000	2,000	7	Not stated	Not stated -	7	Not known.
933	Longwood Gas Company (Limited).	Supplying Longwood and its neighbourhood with gas.	Longwood-gate, Longwood, York.	20 April	8	100	5,000	1,000	1,000	5 – –	5,000 – –	66	Still in operation.
934	North Cambrian Mining Company (Limited).	To take and work certain mines, known as the Tauralt and Penrhyn Mawr Lead and Barytes Mines, Llanengen, in the county of Carnarvon.	38, Moorgate-street, London.	21 April	7	245	25,000	25,000	6,085	1 – –	5,940 12 6	11	- ditto.
935	Land and House Property Investment Company (Limited).	Dealing in land and house property, and lending money.	6, Alpha-terrace, Old Kent Road, Middlesex.	21 April	7	65	50,000	1,000	65	Not stated	Not stated -	7	Dissolved.
936	Southport Pier Company (Limited).	Erecting a pier at Southport, Lancashire.	Exchange-buildings, London-street, Southport, Lancashire.	26 April	7	116	19,000	3,800	2,600	5 – –	12,598 10 –	117	Still in operation.
937	Hammersmith Town Hall Building Company (Limited).	Erecting a town hall and public offices at Hammersmith, Middlesex.	The Institute, King-street, Hammersmith.	26 April	13	650	5,000	5,000	650	Not stated	Not stated -	13	Dissolved.
938	Oughtibridge Gaslight and Coke Company (Limited).	Supplying gas to the village of Oughtibridge and its neighbourhood.	Oughtibridge, Ecclesfield, Yorkshire.	27 April	7	33	2,000	400	33	- ditto -	- ditto -	7	Not known.
939	Swadlincote Gas and Coke Company (Limited).	Supplying gas to the village of Swadlincote and its neighbourhood.	Freehold Land Society's Office, Swadlincote, Derby.	27 April	11	190	3,000	600	600	5 – –	3,000 – –	47	Still in operation.
940	Esk Valley Iron Company (Limited).	Mining on the Egton Estate, situate in the Esk Valley, near Whitby, in Yorkshire.	1, Sun-court (68), Cornhill, London.	27 April	7	325	12,000	1,200	430	10 – –	4,300 – –	9	- ditto.

941	Albert Iron and Cement Works Company (Limited).	To purchase and carry on the works, mines, &c. heretofore belonging to the Victoria Cement Works Company (Limited).	32, Boar-lane, Leeds, Yorkshire.	27 April -	7	7	60,000	60,000	45,093	1 - -	43,726 5 -	106	Wound up.
942	London University Magazine Company (Limited).	Printing and publishing a periodical for diffusing information concerning and advancing the interests of the University of London.	Messrs. Taylor & Francis, Red Lion-court, Fleet-street, London.	28 April -	7	14	1,000	1,000	14	Not stated	Not stated -	7	No longer in operation.
943	Steam Plough Royalty Company (Limited).	Promoting the application of steam power to ploughing and tilling of land by assisting persons interested in patents connected therewith.	10, New-square, Lincoln's-Inn, Middlesex.	28 April -	16	160	16,000	160	160	100 - -	16,000 - -	20	Still in operation.
944	Northwich and Hartford Gas Company (Limited).	Supplying Northwich, in the county of Chester, and the neighbourhood thereof with gas.	Not stated - - -	28 April -	7	42	5,000	1,000	42	Not stated	Not stated -	7	No longer in operation.
945	Winsford Town and Market Hall Company (Limited).	Erecting a public market hall at Winsford.	Winsford, Chester -	29 April -	8	98	1,000	1,000	842	1 - -	842 - -	79	Still in operation.
946	Great Central Slate and Slab Company of Germany (Limited).	To take and work the Hein-bach Slate Quarry situate at Wilderngen, in the principality of Waldeck.	38, Moorgate-street, London.	30 April -	7	500	12,000	12,000	9,355	1 - -	8,242 10 -	53	- ditto.
947	Bolsover Gaslight and Coke Company (Limited).	Supplying the town and neighbourhood of Bolsover with gas and coke.	Bolsover, near Chesterfield, county of Derby.	30 April -	7	84	1,000	200	190	5 - -	950 - -	34	- ditto.
948	Home Counties Investment Company (Limited).	Purchasing the assets and discharging the liabilities of the Home Counties and Metropolitan Freehold Land Society.	34, Cursitor-street, Chancery-lane.	2 May -	9	107	3,000	300	182	3 - -	340 - -	28	Not known.
949	Score's Soap Company (Limited).	Manufacture and sale of soap -	Not stated - - -	2 May -	7	105	6,000	6,000	105	Not stated	Not stated -	7	No longer in operation.
950	Brighton Discount Company (Limited).	Discounting bills and promissory notes, and receiving deposits at interest.	5, Pavilion-buildings, Brighton, Sussex.	3 May -	8	8	100,000	10,000	8	- ditto -	- ditto -	8	- ditto.
951	Glucose Sugar Company (Limited).	Manufacture and sale of sugar called "glucose and syrup of fecule," &c.	17, Gracechurch-street, London.	5 May -	7	270	100,000	20,000	270	- ditto -	- ditto -	7	- ditto.
952	Working Men's Hall Company (Limited).	To provide lodgings for the members of the Working Men's College.	Not stated - - -	5 May -	8	49	2,000	2,000	49	- ditto -	- ditto -	8	- ditto.
953	General Trading Company (Limited).	Trading in coal, coke, horse corn, lime, cement, and other building materials.	Netherton, Dudley, Worcestershire.	5 May -	7	40	2,000	200	40	- ditto -	- ditto -	7	- ditto.
954	Middleham Gas and Coke Company (Limited).	Supplying Middleham, &c. with gas.	Middleham, North Riding, York.	6 May -	19	270	1,500	300	272	5 - -	1,360 - -	18	Still in operation.
955	Woodside Graving Dock Company (Limited).	Building, repairing, purchasing, and selling ships, boats, and vessels of every description, also maintaining for the Company's use, or letting on hire, graving docks and other conveniences for ship-building.	Dockyard, Rose Brae, Birkenhead, Chester.	7 May -	7	348	30,000	800	400 400	50 - - 1 - -	20,390 - -	18	- ditto.
956	Liverpool United Omnibus Company (Limited).	Purchasing and carrying on the business of omnibus proprietors and common carriers.	Not stated - - -	9 May -	8	400	80,000	16,000	400	Not stated	Not stated -	8	Not known.
957	Educational Guardian Company (Limited).	Publishing a periodical, to be called "The Educational Guardian."	Easingwold, Yorkshire -	10 May -	8	37	1,000	2,000	417	- 2 6	52 2 6	163	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859 :			£.			£. s. d.	£. s. d.		
958	Gwydr Lead Mining Company (Limited).	To purchase and work the Gwydr Lead Mines, situate near Llanrwst, in the county of Carnarvon.	44, Castle-street, Liverpool.	11 May -	9	503	3,000	1,200	503	Not stated	Not stated -	9	Not known.
959	Central Minera Lead Mining Company (Limited).	Working certain lead mines in the county of Denbigh, called "The Central Minera Mine."	3, Temple-row, Wrexham, Denbigh.	11 May -	7	1,848	12,500	2,500	2,500	2 1 -	4,834 2 -	41	Still in operation.
960	Masters' Royal Crystal Palace Family Hotel Company (Limited).	To purchase an hotel at Norwood, called "Masters' Royal Crystal Palace Family Hotel," and to carry on the business of hotel-keepers.	Norwood, Surrey -	13 May -	7	485	30,000	3,000	2,000	10 - -	19,887 - -	69	- ditto.
961	Hirnant Lead Mining Company (Limited).	To purchase and work the Hirnant Mine, situate near Llangwnog, in the parish of Hirnant, in the county of Montgomery.	Wrexham, Denbigh -	14 May -	7	470	10,000	10,000	3,067	1 - -	1,928 - -	87	- ditto.
962	Ross of Mull Granite Company (Limited).	Quarrying for granite, and preparing and selling same.	35, Parliament - street, Westminster.	14 May -	7	1,034	12,000	2,400	2,094	2,200 - - Paid up. 200 - - Call, 2 *l.*	9,870 - -	14	Wound up.
963	Workington Covered Market Company (Limited).	Establishing a covered market at Workington.	The Butchers' Market, Workington, Cumberland.	17 May -	7	35	1,250	250	250	5 - -	1,250 - -	46	Still in operation.
964	Swanpool Mining Company (Limited).	Purchasing certain mines, &c., of the Swanpool Silver, Lead, and Copper Mining Company, and working the same, or any other mines to be acquired by the Company.	26, Gresham - street, E. C.	18 May -	8	680	7,500	2,500	2,500	3 - -	7,500 - -	67	Dissolved.
965	East Cowes Gas Company (Limited).	Supplying East Cowes and neighbourhood with gas.	Gasworks, East Cowes, Isle of Wight, Hants.	18 May -	8	136	2,000	400	136	Not stated	Not stated -	8	Not known.
966	Waenlas Mining Company (Limited).	Working the Waenlas Mine, situate in the parish of Llanferras, in the county of Denbigh.	Llanferras, Denbigh -	20 May -	7	730	10,000	1,000	1,000	3 7 6	3,324 12 6	16	Still in operation.
967	Lime Light Company (Limited)	To supply the United Kingdom with light under Bastable's Patent of 14th September 1858.	11, Adam-street, Strand, Middlesex.	21 May -	7	35	200,000	10,000	35	Not stated	Not stated -	7	Not known.
968	Hampshire Independent Newspaper and Printing and Publishing Company (Limited).	Purchasing the copyright, and printing and publishing a newspaper called the "Hampshire Independent," &c., and carrying on the general business of printers, publishers, &c.	52, Above Bar - street, All Saints, Southampton.	21 May -	7	160	6,000	1,200	1,062	5 - -	5,300 - -	68	Still in operation.

969	London and Melbourne Company of Importers, Exporters, and Warehousemen (Limited).	Trading between Great Britain and the colony of Victoria and other places.	32, Camden-street, Islington-green, Middlesex.	24 May -	8	36	10,000	400	50	Not stated	Not stated -	3	No longer in operation.
970	South of England Soap and Candle Company (Limited).	Manufacturing and selling soap and candles.	Mile-end, Portsea, Hants	27 May -	7	270	30,000	1,500	270	- ditto -	- ditto -	7	- ditto.
971	Metal Exchange Company (Limited).	Establishing an exchange for the sale of metals, &c., in the City of London.	42, Southampton-buildings, Middlesex.	28 May -	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
972	Dyer's Wine Company (Limited).	Wine and spirit merchants -	43, Market-street, Manchester.	2 June -	9	28	8,000	80	30 4	100 - - 30 - -	2,000 - -	10	Still in operation.
973	London and Provincial Investment Company (Limited).	Lending money, receiving money on deposit at interest, &c.	47, Moorgate-street, London.	3 June -	7	700	150,000	150,000	1,056	1 - -	956 - -	13	- ditto.
974	British Transatlantic Telegraph Company (Limited).	Constructing and working telegraphs.	3, Adelaide-place, London Bridge.	7 June -	7	700	500,000	100,000	700	Not stated	Not stated -	7	No longer in operation.
975	London and Mediterranean Steam Navigation Company (Limited).	Purchasing and acquiring steam or other vessels, and trading between Great Britain and foreign ports.	Not stated - - -	8 June -	7	85	100,000	10,000	85	- ditto -	- ditto -	7	Dissolved.
976	Wath-upon-Dearne District Co-operative Corn, Flour, and Provision Company (Limited).	Corn millers and provision dealers	Wath-upon-Dearne, York	11 June -	13	43	2,000	2,000	436	1 - -	351 17 6	249	- ditto.
977	Shelley and Shepley Gaslight Company (Limited).	Supplying gas and coke to Shelley and Shepley, in the county of York.	Shepley, York - -	15 June -	7	88	3,000	600	388	5 - -	1,940 - -	59	Still in operation.
978	Rayleigh Gas and Coke Company (Limited).	Supplying Rayleigh, in the county of Essex, with gas.	High-street, Rayleigh, Essex.	16 June -	8	44	1,250	125	125	10 - -	1,250 - -	29	- ditto.
979	Gillingham and Vale of Blackmoor Market Company (Limited).	Providing market buildings and cattle pens, at Gillingham, Dorset.	Gillingham, Dorset -	17 June -	7	430	1,500	1,500	865	1 - -	865 - -	27	- ditto.
980	Talysarn Slate Company (Limited).	Working the Talysarn slate quarries at Llandwrog, Carnarvon.	69, Lincoln's-inn-fields	18 June -	7	105	50,000	5,000	105	Not stated	Not stated -	7	Not known.
981	Bishop Auckland Townhall and Market Company (Limited).	Erecting and establishing a townhall, reading and assembly rooms, and market house, and keeping up a market at Bishop Auckland.	Bishop Auckland, Durham	20 June -	17	244	10,500	1,700	1,229 155	5 - - 4 - -	6,117 - -	94	Still in operation.
982	Ennis Docks and River Fergus Embankment and Improvement Corporation (Limited).	Building docks and quays at Ennis, county Clare, Ireland, and improving the navigation of the River Fergus, and reclaiming the lands on its banks.	Not stated - - -	20 June -	4	4	5,000	500	4	Not stated	Not stated -	4	Not known.
983	Market Harborough Mill Company (Limited).	Manufacturing worsted and woollen yarns, and buying and selling wool.	Market Harborough, Leicester.	21 June -	16	50	6,000	50	60	100 - -	6,000 - -	17	Still in operation.
984	Runcorn Public Hall Company (Limited).	Erecting and establishing a public hall.	Waterloo-road, Runcorn	23 June -	12	500	3,000	3,000	2,011	- 8 6	1,031 10 -	119	- ditto.
985	Sigford Consols Tin and Copper Mining Company (Limited).	To acquire and work the Sigford Consols Tin and Copper Mine at Islington, Devon.	Abchurch Chambers, Abchurch-lane.	23 June -	7	7,820	10,000	10,000	10,000	- 15 -	6,683 - -	132	Wound up.
986	Knutsford Waterworks Company (Limited).	Supplying Knutsford, in the county of Chester, and its neighbourhood with water.	16, Kennedy-street, Manchester.	25 June -	8	32	4,000	800	675	5 - -	3,330 - -	77	Still in operation.
987	Craigton Mines Company (Limited).	Mining for lead, copper, tin, and other ores at Craigton, in the parish of Minnigaff, and stewartry of Kircudbright, Scotland.	1, Winchester House, Old Broad-street, London.	28 June -	7	550	10,000	10,000	7,000 3,000	1 - - - 12 -	7,418 - -	31	Wound-up.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
988	Jorchant Tea Company (Limited).	Cultivation and manufacture of tea in India.	16, George-street, Mansion-house, London.	29 June -	7	2,120	80,000	4,000	3,000 old 1,000 new	20 – – 6 – –	66,000 – –	23	Still in operation.
989	Woolwich Baths and Lecture Hall Company (Limited).	Providing baths and a lecture hall at Woolwich, Kent.	Nelson-street, Woolwich, Kent.	29 June -	7	677	5,000	1,000	677	No return	No return -	10	- ditto.
990	Pneumatic Despatch Company (Limited).	Establishing in London and other parts of the United Kingdom improved means for cheap, rapid, and punctual conveyance and delivery of despatches, messages, and parcels.	6, Victoria-street, Westminster.	30 June -	9	90	150,000	15,000	1,309 2,136 3,500	7 10 – 5 – –	19,856 – –	117	- ditto.
991	Mount Erins Copper Mining Company (Limited).	Working copper and other mines in Scotland.	Not stated - - -	1 July -	8	200	60,000	60,000	200	No return	No return -	8	Wound up.
992	Berar and Eastern Coast of India Railway Company (Limited).	To construct railways from a point on the River Godavery to Nagpore, with branches, &c. &c.	229, 231, Gresham-st., Old Broad-street.	1 July -	7	2,420	1,000,000	50,000	2,420	- ditto -	- ditto -	7	No longer in operation.
993	Wimshurst's Patent Metal Foil and Sheet Metal Company (Limited).	Acquiring and working Wimshurst's patent for "Improvements in manufacturing sheet metal."	20, Cannon-street, E. C.	4 July -	7	1,800	25,000	5,000	3,600 1,400	4 – – Not liable.	14,000 – –	40	Still in operation.
994	Telegraph Cable Company (Limited).	Manufacturing telegraph cables, selling, laying down, working, guaranteeing and insuring same, and furthering telegraphic communication.	84, King William-street, City.	4 July -	7	2,175	100,000	10,000	2,175	No return	No return -	7	No longer in operation.
995	North Staffordshire Loan and Discount Company (Limited).	Lending money and discounting bills and notes.	Cheapside, Hanley, Stoke-upon-Trent.	5 July -	8	380	2,050	410	410	2 10 –	1,025 – –	10	Still in operation.
996	Woodbridge Gaslight and Coke Company (Limited).	Lighting Woodbridge, in the county of Suffolk, and its neighbourhood with gas.	Woodbridge, Suffolk -	6 July -	21	550	5,500	550	550	No return	No return -	21	- ditto.
997	Queen of Tamar Silver, Lead, and Copper Mining Company (Limited).	Mining for silver, lead, and copper ore, or other minerals.	Hawthorn House, Walcot-buildings, Bath.	6 July -	8	480	10,000	10,000	1,435	1 – –	3 – –	60	Wound up.
998	Milford Fishery Company (Limited).	Catching, salting, curing, selling, and exporting fish.	Milton, Pembroke -	11 July -	49	573	2,000	2,000	573	No return	No return -	49	No longer in operation.
999	Cwm Afon Copper Mining Company (Limited).	Mining for copper, lead, ironstone and other ores and minerals, in the parish of Festiniog, Merioneth.	Brunswick-street, Liverpool.	13 July -	9	980	7,000	7,000	2,467	– 13 –	633 15 –	48	- ditto.
1,000	Hexaglot Bible Company (Limited).	Printing and publishing Hexaglot Bibles in six languages, upon the plan of Mr. Henry Cohn.	111, Strand - -	15 July -	7	41	3,000	300	41	No return	No return -	7	- ditto.

1,001	Longwood Flour and Provision Company (Limited).	For enabling the shareholders to obtain by their investments food and other necessaries, and tools and implements for their trades, and general corn and provision dealers.	Longwood, Huddersfield, Yorkshire.	16 July -	12	12	950	190	73	1s. p' week	283 3 6½	73	Still in operation.
1,002	Suburban Residential Clubs Company (Limited).	Providing clerks and others of limited income with gentlemanlike abodes, within the suburbs of London.	Not stated - - -	16 July -	7	20	5,000	2,500	20	No return	No return -	7	No longer in operation.
1,003	Warming and Ventilating Company (Limited).	To purchase and work certain letters patent for warming and ventilating ships, carriages, and buildings of every description.	36, Bedford-street, Strand, Middlesex.	16 July -	8	8	24,000	2,400	8	- ditto -	- ditto -	8	- ditto.
1,004	Monmouth Hotel Company (Limited).	To carry on the business of innkeepers and farmers in and upon the Beaufort Arms Hotel, and premises thereto belonging, situate at and near the town of Monmouth.	Beaufort Arms Hotel, Monmouth.	18 July -	12	15	4,250	85	71	50 - -	3,550 - -	46	Still in operation.
1,005	Caergwynion and Plas-y-Nant Slate and Sulphur Ore Company (Limited).	Mining for copper, lead, tin, &c., in the parishes of Bettws Garmon, in the county of Carnarvon.	26, Cooper-street, Manchester.	20 July -	7	35	50,000	50,000	10,670	No return	No return -	14	No longer in operation.
1,006	East Kongsberg Native Silver Mining Company of Norway (Limited).	To acquire and work certain silver mines, called the Anna Sophia Mining District, situate near Kongsberg, in Norway.	76, King William-street, London, E.C.	20 July -	8	36	150,000	30,000	17,256 6,300	1 13 - 5 - -	62,437 11 -	139	Wound up.
1,007	Metropolitan Discount and Investment Company (Limited).	To lend money, receive deposits, purchase real and personal estates, grant or sell annuities, &c.	4, Moorgate-street, City, E.C.	23 July -	7	770	25,000	25,000	770	No return	No return -	7	Not known.
1,008	Bilson Gaslight and Coke Company (Limited).	Lighting Bilson Woodside and other places with gas.	Royal Union Inn, Bilson Woodside, East Dean, Gloucestershire.	23 July -	10	126	1,200	240	240	5 - -	1,185 - -	26	Still in operation.
1,009	Bradford, Clayton, and Droylsden Omnibus Company (Limited).	Conveying passengers and parcels in omnibus.	5, Mill-lane, Bradford, near Manchester.	28 July -	12	29	5,000	500	100	10 - -	1,000 - -	61	No longer in operation.
1,010	Alltymaen Mining Company (Limited).	Mining at Alltymaen, in the county of Montgomery.	Not stated - - -	29 July -	7	335	4,000	4,000	2,625 500	- 18 - 1 - -	1,812 10 -	22	Still in operation.
1,011	Connovee Mining Company (Limited).	This Company's Registered Office has been transferred to Ireland—*Vide* Return for Ireland.											
1,012	Todmorden Masonic Hall Company (Limited).	Erecting a masonic hall, Todmorden, Lancashire.	Church-street, Todmorden, Lancashire.	1 Aug. -	26	150	2,000	400	318	5 - -	1,437 7 6	61	- ditto.
1,013	Brighton and Hove Association for Improving the Dwellings of the Industrious Classes (Limited).	To provide more commodious and healthy lodgings for the industrious classes at Brighton and Hove, in Sussex.	10, Church-street, Brighton, Sussex.	2 Aug. -	10	17	8,000	320	195	25 - -	4,860 - -	83	- ditto.
1,014	New Granada Company (Limited).	To acquire land in the republic of New Granada, and develope its resources.	192, Gresham House, Old Broad-street.	2 Aug. -	7	650	20,000	20,000	15,000	1 - -	15,000 - -	67	Dissolved.
1,015	Rhos Colliery Company (Limited).	Working and raising coal, ironstone, and fire-clay at Llanelly, Carmarthenshire, and making fire-bricks.	New Dock, Llanelly -	2 Aug. -	8	3,500	16,200	4,050	4,050	4 - -	16,200 - -	14	- ditto.
1,016	South American Company (Limited).	To acquire land in South America, to improve the same for the benefit of the company, and to promote emigration and colonization.	Not stated - - -	3 Aug. -	7	35	2,500	500	35	Not stated	Not stated -	7	Not known.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
1,017	Newton Mining Company (Limited).	To search for, raise and sell manganese, iron, and other metallic ores.	5, Barge-yard, Bucklersbury.	3 Aug. -	7	5,300	20,000	20,000	5,000 10,780	1 2 6	6,347 10 -	39	Dissolved.
1,018	Netham Chemical Company (Limited).	To manufacture vitriol, soda, alkali, and other chemical compounds.	Netham, in the parish of St. George, Gloucestershire.	5 Aug. -	11	28	15,000	30	30	500 - -	15,000 - -	13	Still in operation.
1,019	Inventors' Assistance Company (Limited).	To aid and assist inventors in bringing their inventions before the public, and to carry on the business of engineers and machinists.	1, Gough-street North, in the county of Middlesex.	5 Aug. -	7	403	25,000	25,000	403	Not stated	Not stated -	7	No longer in operation.
1,020	Portland Company (Limited)	The manufacture of spoons, forks, and other similar articles in metal.	6, Riding-house-street, Marylebone.	6 Aug. -	7	350	80,000	800	800	86 - -	68,330 12 6	13	Dissolved.
1,021	Direct London and Hastings Railway Harbour and Pier Company (Limited).	To make a direct line of railway between London and Hastings, with a harbour of refuge, and a pier.	Not stated - - -	13 Aug. -	7	13	1,000	200	13	5 - -	36 - -	7	Still in operation.
1,022	Alderley Edge Mining Company (Limited).	Mining for lead, copper, and other ores at Alderley, Cheshire.	Alderley, Cheshire -	13 Aug. -	8	1,000	12,000	1,200	1,200	10 - -	12,000 - -	28	- ditto.
1,023	Dry Gills and Stones End Mining and Smelting Company (Limited).	Working mines at Stones End and Dry Gills, in the parish of Caldbeck, Cumberland.	Stones End, Caldbeck, Cumberland.	13 Aug. -	7	10,000	10,000	10,000	10,000	Not stated	Not stated -	7	Dissolved.
1,024	Berwig Stone Quarry Company (Limited).	Working the Berwig stone quarry, situate at Minera, in the county of Denbigh.	Minera, Wrexham, Denbighshire.	13 Aug. -	7	69	3,500	350	69	- ditto -	- ditto -	7	No longer in operation.
1,025	Cricklade Gaslight, Coke, and Fittings Company (Limited).	Lighting the town of Cricklade with gas.	Cricklade, Wilts - -	16 Aug. -	7	100	1,000	200	200	5 - -	1,000 - -	19	Still in operation.
1,026	Company of Proprietors of the "Maria Wood" (Limited).	Letting on hire the pleasure barge, the "Maria Wood," and the shallop, and any other pleasure barges or vessels.	7 A, Basinghall-street, City.	20 Aug. -	7	75	1,000	100	100	10 - -	1,000 - -	14	- ditto.
1,027	Linthwaite Grocery Company (Limited).	Supplying the shareholders of the Company with food, clothes, &c.	Linthwaite, Almondbury, Yorkshire.	22 Aug. -	12	12	990	165	86	1 s. p' wk.	465 3 8	86	- ditto.
1,028	Hancock Mining Company (Limited).	To acquire and work the Hancock Mines, situate in the State of Tennessee, in the United States of America.	Not stated - - -	25 Aug. -	7	7	100,000	100,000	7	Not stated	Not stated -	7	No longer in operation.
1,029	Crookhaven Mining Company (Limited).	Purchasing and working the Crookhaven Mine, situate in the parish of Kilmore in the county of Cork.	5, Warnford-court, E.C.	26 Aug. -	7	291	20,000	8,000	7,150 850	1 15 - 2 10 -	13,194 2 5	145	Dissolved.

1,030	Lady Eliza Lead Mining Company (Limited).	To purchase or rent mineral properties in Wales, but more particularly, in the first instance, to purchase the lease of the mines now held by the Lady Eliza Mining Company (Limited).	2, Crown-court, Threadneedle-street.	26 Aug. -	7	7	9,000	3,000	2,500	2 8 -	5,683 9 -	46	Dissolved.
1,031	Nidderdale Lead Mining Company (Limited).	Working certain lead mines situate in the township of Beverley, near Pateley Bridge, Yorkshire.	Pateley Bridge, Yorkshire.	31 Aug. -	12	728	15,000	15,000	5,672 802	1 - - - 4 -	5,767 6 9	117	Still in operation.
1,032	San Roque Mining and Smelting Company (Limited).	Acquiring and working the San Roque and other mines in the district of Linares in Andalusia, in Spain.	28, Bucklersbury, City	2 Sept. -	7	1,400	50,000	10,000	7,430	5 - -	37,150 - -	31	- ditto.
1,033	Cardiff Arcade Chambers Company (Limited).	Purchasing certain premises in St. Mary's-street, Cardiff, and letting the same for shops, chambers, &c.	Messrs. James & Price, Canal Wharf, East Cardiff, Glamorgan.	3 Sept. -	8	58	2,000	200	80	10 - -	800 - -	10	- ditto.
1,034	Trevisa Mining Company (Limited).	Working certain zinc, tin, lead, and copper mines situate at St. Enoder, Cornwall.	12, South Parade, Leeds, Yorkshire.	8 Sept. -	11	1,880	5,000	5,000	5,000	- 12 6	2,500 - -	59	No longer in operation.
1,035	Provincial Investment Loan and Discount Company (Limited).	Lending and receiving the deposit of money.	Exchange Chamber, Carr's-lane, Birmingham.	8 Sept. -	7	260	75,000	15,000	10,697	1 - -	10,758 - -	91	Still in operation.
1,036	Electro Printing Block Company (Limited).	Working certain patented inventions for improvements of printing blocks, &c.	Burleigh-street, Strand	9 Sept. -	7	305	50,000	10,000	7,154	5 - -	35,770 - -	31	Dissolved.
1,037	Bog Lead Mining Company (Limited).	Mining for lead, tin, copper, and other metals at Wentnor, Salop.	8, Moorgate-street, City	10 Sept. -	7	1,900	40,000	8,000	1,500 10 400 60 16 100	5 - - 3 15 - 3 - -	8,843 - -	52	No longer in operation.
1,038	London and West of England Cement Company (Limited).	Working certain quarries and mines at Puriton, &c., in the county of Somerset, and manufacturing and making cement.	Dumball, Bawdrip, Somerset.	12 Sept. -	8	550	5,500	550	550	10 - -	5,500 - -	10	Dissolved.
1,039	Berwick Building Company (Limited).	Erecting shops, dwelling-houses, &c., and letting the same for hire.	Quay Walls, Berwick-upon-Tweed.	12 Sept. -	9	18	1,000	100	59	10 - -	590 - -	19	Still in operation.
1,040	Vale of Clwyd Mining Company (Limited).	To purchase the Dingle Mines in the Vale of Clwyd, and generally to carry on the business of a mining and smelting company.	18, Broad-street Buildings, City.	13 Sept. -	9	259	12,000	1,200	444	3 - -	736 - -	18	Dissolved.
1,041	West London Junction Gaslight Company (Limited).	To purchase a certain contract for supplying the Great Western Railway with gas.	76, King William-street, E. C.	15 Sept. -	7	411	10,000	1,000	879	10 - -	8,732 10 -	18	Still in operation.
1,042	Liverpool Ice Company (Limited).	The manufacture and sale of ice, and apparatus for producing ice.	27, Boundary-street, Kirkdale, Liverpool.	16 Sept. -	7	24	4,000	800	480	5 - -	2,400 - -	7	Not known.
1,043	Whitwick and Coalville Gaslight and Coke Company (Limited).	Supplying Whitwick, in the county of Leicester, with gas.	Whitwick, Leicester -	16 Sept. -	17	365	4,000	800	800	5 - -	4,000 - -	50	Still in operation.
1,044	Scarborough Crown Hotel Company (Limited).	Purchasing and letting the Crown Hotel, Scarborough.	55, St. Thomas-street, Scarborough, Yorkshire.	19 Sept. -	9	450	20,000	2,000	1,800	10 - -	18,000 - -	18	- ditto.
1,045	Torquay Omnibus Company (Limited).	The conveyance of passengers and goods.	1, Madripore-place, Torquay, Devon.	20 Sept. -	101	167	500	500	167	Not stated	Not stated -	167	No longer in operation.
1,046	Great Coggeshall Gas Company (Limited).	The manufacture of gas - -	Church-street, Coggeshall, Essex.	21 Sept. -	7	97	4,500	900	423	5 - -	2,115 - -	94	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1859:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
1,047	Barmouth Gas Company (Limited).	Supplying the town of Barmouth in Merionethshire with gas.	Barmouth, Merionethshire.	21 Sept. -	8	62	1,500	300	300	5 - -	5 - -	30	Still in operation.
1,048	Banco Patent Punch Company (Limited).	Manufacturing punch under certain letters patent.	9, Minories, London -	23 Sept. -	7	7	5,000	5,000	7	Not stated	Not stated -	7	No longer in operation.
1,049	Swedish Steel Iron Company (Limited).	Manufacturing iron from Swedish pig, or otherwise.	25, Parliament-street, Westminster.	23 Sept. -	7	199	25,000	250	201	50 - -	9,950 - -	9	Dissolved.
1,050	Cardiff and Caerphilly Iron Company (Limited).	Mining at Llantrissant, in the county of Glamorgan, and manufacturing and selling the produce of the mines.	Cannon House, Queen-street, Cheapside.	26 Sept. -	7	174	100,000	20,000	174	Not stated	Not stated -	7	No longer in operation.
1,051	Basingstoke and Eastrop Building Company (Limited).	Building houses, &c. and letting the same.	Office of Mr. W. Challis, solicitor, Basingstoke, Hants.	26 Sept. -	29	225	5,000	500	466	10 - -	4,540 - -	54	Still in operation.
1,052	Union Slate Company (Limited)	Working the Hillsborough and Rowlin and Penlan Slate Quarries in North Wales.	Not stated - - -	27 Sept. -	7	560	30,000	15,000	560	Not stated	Not stated -	7	No longer in operation.
1,053	Agricultural Engineers' Company (Limited).	Dealing in agricultural implements, machinery, &c.	8, Swan-lane, London -	28 Sept. -	7	902	20,000	2,000	904	2 10 -	2,260 - -	9	Dissolved.
1,054	Cuckfield Gas Company (Limited).	Supplying the town and neighbourhood of Cuckfield with gas.	Horsegate-lane, Cuckfield.	29 Sept. -	9	63	2,000	400	322	5 - -	1,570 - -	52	Still in operation.
1,055	Perseverance Glass Company (Limited).	To purchase the Bear-lane glass-works, and manufacture all kinds of glass.	Bear-lane, Christchurch, Southwark.	30 Sept. -	7	100	1,000	100	80 20	5 - - 2 10 -	450 - -	13	Dissolved.
1,056	Darjeeling Tea Company (Limited).	The cultivation and sale of tea and other produce.	16, George-street, Mansion-house.	3 Oct. -	7	61	80,000	8,000	5,000	10 - -	50,000 - -	21	Still in operation.
1,057	Fursdon Mining Company (Limited).	Working certain copper mines at South Tawton, Devon.	Not stated - - -	6 Oct. -	7	730	7,500	5,000	4,725	1 10 -	7,032 10 -	48	- ditto.
1,058	Castletown New Copper Mining Company (Limited).	Mining in the county of Cork or elsewhere in Ireland.	4½ A, Warnford-court, Throgmorton-street, City.	6 Oct. -	7	35	2,700	2,700	35	Not stated	Not stated -	7	No longer in operation.
1,059	Silver Bank Mining Company (Limited).	Mining in Great Britain or Ireland.	107, New John-street, West Birmingham.	13 Oct. -	8	640	5,000	5,000	1,675	1 - -	986 5 -	22	- ditto.
1,060	Releath Tin and Copper Mining Company (Limited).	Mining at Crowan in Cornwall -	32, Albion-street, Leeds	14 Oct. -	7	6,000	6,000	6,000	6,000	1 - -	3,150 - -	7	- ditto.
1,061	Guadiana Copper Company (Limited).	Working mines in Spain and elsewhere.	41, Moorgate-street, London.	15 Oct. -	7	570	100,000	100,000	570	Not stated	Not stated -	7	- ditto.
1,062	Portable Steam Engine Company (Limited).	Manufacturing and selling, &c. of portable steam engines.	92, Blackfriars-road, London.	15 Oct. -	10	93	10,000	400	179	25 - -	4,475 - -	10	Still in operation.
1,063	Royston Water Company (Limited).	Supplying the inhabitants of Royston with water.	Baldock-street, Royston, Cambridgeshire.	17 Oct. -	9	74	2,500	250	230	10 - -	2,300 - -	47	- ditto.
1,064	London Ropery Company (Limited).	To purchase and carry on the business of Messrs. Morgan & Co., Rotherhithe, of rope-making, &c.	132, Upper Thames-street, London.	20 Oct. -	7	65	30,000	3,000	1,481	7 10 -	11,299 10 -	76	- ditto.
1,065	News Newspaper Company (Limited).	Printing and publishing a newspaper, to be called "The News."	147, Fleet-street, London.	21 Oct. -	7	100	10,000	20,000	3,208	- 10 -	1,425 - -	425	- ditto.

1,066	New Church Spinning and Weaving Company (Limited)	Manufacturing cotton goods -	Victoria Works, Oughtibridge.	22 Oct. -	8	61	100,000	10,000	1,017 1,207	10 - -	45,618 - 6	1,050	Still in operation.
1,067	Manchester Manufacturing Company (Limited).	Manufacturing cotton and other goods.	Hulme Hall-lane Mill, Newton Heath, Manchester.	22 Oct. -	7	93	2,000	2,000	463	7 - -	3,191 - -	14	- ditto.
1,068	Devizes Proprietary Grammar School Company (Limited).	To establish a boys' school at Devizes.	39, New Park-street, Devizes.	24 Oct. -	14	18	2,400	120	65	17 - -	1,021 - -	54	- ditto.
1,069	Pen y Coed Colliery Company (Limited).	Purchasing and working the Pen-y-Coed Coal Mines at Brymbo, in the parish of Wrexham.	4, Cannon-street, Manchester.	26 Oct. -	7	65	20,000	20,000	65	Not stated	Not stated -	7	No longer in operation.
1,070	Brimscombe and Chalford Gaslight and Coke Company (Limited).	Supplying Brimscombe, Bourne, and Chalford, in the county of Gloucester, with gas.	The Gas Works, Brimscombe, in the parish of Stroud.	27 Oct. -	24	300	3,000	300	300	10 - -	3,000 - -	23	Still in operation.
1,071	Nangiles Tin and Copper Mining Company (Limited).	To carry on the business of a mining and smelting company.	24, Waterloo-street, Birmingham.	28 Oct. -	9	102	20,000	2,000	102	Not stated	Not stated -	9	No longer in operation.
1,072	Schull Bay Copper Mining Company (Limited).	Purchasing and working the Schull Bay Copper Mine, in the parish of Schull, in the county of Cork.	31, Great Winchester-street, London.	29 Oct. -	7	258	15,000	5,000	3,812	3 - -	11,041 - -	49	Still in operation.
1,073	British and Foreign Company (Limited).	Tanning hides and skins, and preparing and dressing leather.	37, Great George-street, Bermondsey.	1 Nov. -	7	1,140	25,000	5,000	3,980	4 10 -	16,405 - -	45	Dissolved.
1,074	Shropshire Union Peat Charcoal Company (Limited).	Manufacturing charcoal, &c. from peat.	10, Angel-court, Throgmorton-street, City.	3 Nov. -	7	850	50,000	50,000	850	Not stated	Not stated -	7	No longer in operation.
1,075	East India Fibres Company (Limited).	To promote the cultivation of the rhea, plantain, cocoa, hemp, flax, and other fibres, and buying and selling the same in a raw or manufactured state.	23, East India Chambers, Leadenhall-street.	7 Nov. -	7	41	50,000	2,500	41	- ditto -	- ditto -	7	- ditto.
1,076	Great Malvern Hotel Company (Limited).	Providing hotel and other accommodation at the railway stations on the Worcester and Hereford Railway.	Imperial Hotel, Great Malvern.	11 Nov. -	7	17	70,000	63	63 Stock, 38,500	500 - -	31,200 - -	59	Still in operation.
1,077	Southampton Telegraph and Hampshire and Isle of Wight Express Newspaper Company (Limited).	Publishing a newspaper, and carrying on the business of printing and publishing.	11, Above-Bar-street, Southampton.	14 Nov. -	7	500	3,000	3,000	500	Not stated	Not stated -	7	Not known.
1,078	British Patent Carbonizing Company (Limited).	Carbonizing and calcining the refuse of manufactured and other articles derived from animal, vegetable or mineral sources.	7, Park-row, Leeds, Yorkshire.	14 Nov. -	7	39	5,000	500	39	- ditto -	- ditto -	7	No longer in operation.
1,079	Blisworth Ironstone Mining Company (Limited).	Mining for ironstone at Blisworth, in the county of Northampton.	265, Gresham House, Old Broad street.	16 Nov. -	7	1,200	6,000	1,200	1,200	4 3 4	5,000 - -	9	Not known.
1,080	London Bridge Railway Terminus Hotel Company (Limited); now called the International Hotel Company (Limited).	Providing superior hotel accommodation at the London Bridge Railway station.	38, Gracechurch-street, London.	17 Nov. -	9	45	100,000	20,000	15,499 1,594	5 - - 2 10 -	81,480 - -	380	Still in operation.
1,081	Rossendale Industrial Company (Limited).	Purchasing the Weir Mill, near Bacup, and carrying on the business of cotton spinning, &c.	Irwell Mills, Lee-street, Bacup, Lancashire.	18 Nov. -	9	433	200,000	20,000	4,367	10 - -	43,661 2 2	1,109	- ditto.
1,082	Canterbury Theatre Company (Limited).	Building a theatre in the city of Canterbury.	84, King William-street, City.	19 Nov. -	7	19	2,000	200	19	Not stated	Not stated -	7	No longer in operation.
1,083	St. John's United Copper and Lead Mining Company, Newfoundland (Limited).	Acquiring and working the St. John's United Copper and Lead Mines in Newfoundland, together with such other mines as may be thought desirable.	18, Cannon street, City	21 Nov. -	7	35	50,000	50,000	16,040	- 10 -	4,280 - -	105	Not known.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
1,084	Crimble Spinning Company (Limited).	Spinning and manufacturing cotton.	Crimble Mill, near Heywood, Lancashire.	22 Nov.	12	186	30,000	3,000	1,500 1,500	10 – – 6 – –	23,953 – –	208	Still in operation.
1,085	Dart Fishing Company (Limited).	Fishing in the river Dart, in the county of Devon, and elsewhere.	Totnes, Devon	23 Nov.	7	40	500	250	105	2 – –	210 – –	17	Dissolved.
1,086	London and Colonial Company (Limited).	To purchase the business of hop merchant, &c., at present carried on at the Victoria Stores, North Woolwich, by Mr. R. Tooth, of Cranbrook.	70, Great Tower-street, London.	25 Nov.	7	573	150,000	1,500	821	100 – –	83,975 – –	11	Still in operation.
1,087	Oakerthorpe Iron and Coal Company (Limited).	Purchasing, and working certain ironstone and coal mines at Oakerthorpe, Derbyshire.	South Wingfield, near Alfreton, Derbyshire.	25 Nov.	8	1,500	120,000	12,000	7,760	10 – –	75,296 – –	61	– ditto.
1,088	Bognor Conveyance Company (Limited).	The carriage of passengers and goods by omnibuses, &c., from the Railway station at Woodgate, to Bognor.	Waterloo-square, Bognor, Sussex.	26 Nov.	16	120	600	120	120	5 – –	600 – –	17	Not known.
1,089	Highbridge Harbour Brick and Tile Company (Limited).	To purchase and carry on a brick and tile manufactory at Highbridge.	Highbridge, near Bridgewater, Somerset.	29 Nov.	7	129	10,000	5,000	129	Not stated	Not stated –	7	No longer in operation.
1,090	Woodland Slate and Slab Company (Limited).	Slate-quarrying on the Vicarage Estate, at Woodland, Devonshire.	Not stated	29 Nov.	8	240	20,000	4,000	240	– ditto –	– ditto –	8	Dissolved.
1,091	Wivesliscombe Slate Company (Limited).	Slate-quarrying at Wiveliscombe, near Wellington, Somerset.	95, Gracechurch-street, City.	1 Dec.	7	21,000	4,000	4,000	4,000	1 – –	4,000 – –	24	Still in operation.
1,092	Exford Iron Mine and Colour Company (Limited).	Purchasing a lease of an iron mine, situate at Court Farm, Exford, Somerset, and the winning, working, and selling iron ore and ferruginous powder, for the manufacture of colour.	216, Gresham House, Old Broad-street.	1 Dec.	7	22	50,000	5,000	1,536	5 – –	14,950 – –	26	No longer in operation.
1,093	Bristol Bread and Flour Company (Limited).	Supplying the public with unadulterated bread and flour.	42, Broad-quay, Bristol	1 Dec.	7	140	10,000	10,000	5,862	– 7 6	1,851 10 –	357	Dissolved.
1,094	Patent British Elastic Material Company (Limited).	Purchasing and working a patent, granted to Mr. W. Kirrage, for improved elastic combination of materials as a substitute for hard woods, metal, &c.	4, Adam-court, Old Broad-street, London.	2 Dec.	9	19	20,000	1,000	128	20 – –	2,560 – –	16	Wound up.
1,095	Corporation Restaurant Company (Limited).	For giving to the public increased accommodation in dining.	73, Cheapside	2 Dec.	7	140	10,000	5,000	140	Not stated	Not stated –	7	Dissolved.
1,096	Flax and Hemp Growing and Dressing Company (Limited).	Working certain patents for improvements in manufacturing flax, &c.	12A, Charterhouse-square, London.	3 Dec.	7	190	100,000	100,000	190	– ditto –	– ditto –	7	No longer in operation.
1,097	St. Aubyn Mineral Company (Limited).	Purchasing and working mines in Cornwall, and crushing, smelting, and selling metals.	5, Mitre-court, Fleet-street, London.	3 Dec.	7	700	60,000	60,000	700	– ditto –	– ditto –	7	Dissolved.

1,098	Burton Gas, Coke and Coal Company (Limited).	Supplying Burton and Dalton with gas.	Burton, Westmorland -	5 Dec. -	7	298	1,100	440	440	2 10 -	1,100 - -	17	Still in operation.
1,099	Rossendale Cotton Spinning and Manufacturing Company (Limited).	Spinning and weaving cotton fabrics.	Rossendale Mills, Stacksteads, Lancashire.	5 Dec. -	7	28	50,000	10,000	4,033	5 - -	18,085 15 -	831	- ditto.
1,100	Chesterton Gaslight Company (Limited).	Supplying Chesterton and neighbourhood with gas.	Newcastle-under-Lyme, Staffordshire.	6 Dec. -	9	77	2,000	400	77	No return	No return -	9	Not known.
1,101	Great Northern Copper Mining Company of South Australia (Limited).	Mining in South Australia -	1, Charlotte-row, Mansion House.	7 Dec. -	8	2,000	160,000	80,000	49,250 16,500	1 10 - Not liable	97,828 15 -	572	Still in operation.
1,102	Universal Lime Light Company (Limited).	Manufacturing and selling oxygen and hydrogen gases, and purchasing Bastable's patent for the production of light.	36 A, Belvidere-road, Lambeth.	7 Dec. -	7	35	300,000	30,000	35	No return	No return -	7	No longer in operation.
1,103	Hadfield's Patent Cask and Package Company (Limited).	Carrying on the general business of coopers, &c.	8, Key-street, Tythebarn-street, Liverpool.	9 Dec. -	9	5,900	50,000	10,000	5,900	- ditto -	- ditto -	9	Dissolved.
1,104	Poole, Bournemouth, and South Coast Printing Telegraph Company (Limited).	Providing telegraphic communication between Poole and Bournemouth.	Not stated - -	9 Dec. -	7	17	500	100	17	- ditto -	- ditto -	17	Not known.
1,105	Calliard's Manufacturing Company (Limited).	Manufacturing woollen and cotton goods.	Calliard's Mill, Rochdale, Lancashire.	10 Dec. -	7	81	50,000	10,000	3,614	5 - -	18,078 5 -	683	Still in operation.
1,106	Santa Elena Silver Mining Company (Limited).	Working the Santa Elena Silver Mines in Mexico.	16, Cannon-street, London.	15 Dec. -	7	35	30,000	15,000	35	No return	No return -	7	No longer in operation.
1,107	March Gas and Coke Company (Limited).	Supplying the town and neighbourhood of March with gas.	Gray's-lane, in March, Isle of Ely, Cambridge.	15 Dec. -	37	346	3,500	700	351	5 - -	1,725 - -	37	Still in operation.
1,108	Atlantic and Pacific Steam Navigation and Transit Company (Limited).	Steam navigation between Europe and America, and places on the Pacific Ocean, and Chinese Sea, by way of Nicaragua, or the Isthmus of Panama.	84, King William-street, London.	15 Dec. -	7	45	100,000	100,000	45	No return	No return -	7	No longer in operation.
1,109	North Laxey Mining Company (Limited).	Working the North Laxey Mine, in the Isle of Man.	8, Austin Friars - -	15 Dec. -	8	1,110	13,500	6,750	6,000 389 361	2 - - 1 10 - 1 - -	12,894 - -	129	Still in operation.
1,110	Isle of Wight (Appuldur Combe Park) Hotel Company (Limited).	Purchasing and fitting up of the mansion at Appuldur Combe Park as an hotel and boarding house.	32, Bucklersbury, London.	16 Dec. -	7	700	15,000	15,000	7,905	1 - -	7,725 - -	59	Not known.
1,111	Mogshaw Rake and Airdale Vein Mining Company (Limited).	Purchasing the Mogshaw Rake Mine at Bakewell, in Derbyshire, and working the same.	5, Bank-street, Leeds -	19 Dec. -	9	4,775	10,000	10,000	9,780	- 12 -	1,124 2 6	33	Still in operation.
1,112	Watermouth Great Silver Lead Mining Company (Limited).	Purchasing and working the Watermouth Great Silver Lead Mine, situate at Watermouth, Devonshire.	Walbrook House, Walbrook, London.	20 Dec. -	7	605	10,000	2,000	605	No return	No return -	7	Dissolved.
1,113	Winter Palace and Yacht Hotel Company (Limited).	Converting Brook Hill House, Devon, into an hotel, and carrying on the business of hotel-keepers.	4, Victoria-street, Westminster, Middlesex.	20 Dec. -	7	13	40,000	4,000	13	- ditto -	- ditto -	7	No longer in operation.
1,114	Southfield Colliery Company (Limited).	Working the coal and minerals under the Southfield and Callow Estate in Great Marsden, Lancashire.	Not stated - -	21 Dec. -	7	80	10,000	500	80	- ditto -	- ditto -	7	No longer in operation.
1,115	Eagle Advance, Deposit, and Investment Company (Limited).	Granting, purchasing, and selling annuities, lending money, and receiving same on deposit.	9, Old Jewry Chambers, London.	22 Dec. -	7	36	250,000	25,000	36	- ditto -	- ditto -	7	Dissolved.
1,116	Dewsbury Co-operative Manufacturing Company (Limited).	Manufacturing woollen and cotton goods.	At Mr. Riley's, Fleece Inn Yard, Northgate, Dewsbury, Yorkshire.	23 Dec. -	9	245	20,000	20,000	4,354	1 - -	4,187 5 11	468	Still in operation.
1,117	Bournemouth Gas and Water-works Company (Limited).	Supplying St. Peter's, Bournemouth, in the county of Southampton, with gas and water.	At Mr. C. C. Creek's, Bournemouth.	23 Dec. -	7	54	10,000	1,000	54	No return	No return -	7	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
1,118	Polytechnic Institution (Limited), now called the Royal Polytechnic Institution (Limited).	For the advancement of the arts and practical sciences, by means of models, apparatus, lectures, &c.	309, Regent-street, Middlesex.	23 Dec. -	7	75	20,000	2,000	1,307	9 10 -	12,491 - -	199	Still in operation.
1,119	Paington Gaslight, Coke and Coal Company (Limited).	Supplying Paington and its neighbourhood with gas.	Winner-street, Paington, Devon.	24 Dec. -	7	85	2,500	500	500	5 - -	2,500 - -	62	- ditto.
1,120	San Paulo Brazilian Railway Company (Limited).	Making and working a railway, or railways and telegraphs, in the empire of Brazil.	Gresham House, Old Broad-street, London.	24 Dec. -	10	2,900	2,000,000	100,000	100,000	8 - -	1,434,836 - -	1,369	- ditto.
1,121	Sandford Estate Pottery Clay Company (Limited).	Purchasing the Sandford estate, Dorset, and carrying on the business of a pottery company.	170, Great George-street, Westminster.	23 Dec. -	7	330	100,000	1,000	630	100 - -	63,000 - -	24	Wound up.
1,122	North Devon Silver Lead Mining Company (Limited).	Working mines for silver, lead, copper, and other ores, at Combmartin, Devon.	62, Northbrook-street, Newbury, Berks.	29 Dec. -	8	1,903	20,000	20,000	Not stated	- 13 -	9,496 10 -	265	Still in operation.
1,123	Liverpool Zoological Gardens Company (Limited).	Providing recreative and rational amusement for the public.	Not stated - - -	29 Dec. -	7	195	10,000	400	280	8 15 -	2,450 - -	12	Not known.
1,124	Uxbridge Corn Exchange Company (Limited).	Erecting subscription-rooms at Uxbridge, Middlesex.	Uxbridge - - -	31 Dec. -	8	40	1,800	180	180	10 - -	1,800 - -	44	Still in operation.
1,125	London and Mediterranean Steam Navigation Company (Limited).	Steam navigation between Great Britain and ports in the Mediterranean.	123, Fenchurch-street, London.	1860: 2 Jan. -	7	520	50,000	5,000	4,966	10 - -	41,047 10 -	68	Wound up.
1,126	Great Tywarnhaile Mining Company (Limited).	Working the Tywarnhaile Mine in Cornwall.	3, Johnson's-buildings, Inner Temple, London.	3 Jan. -	7	2,650	40,000	16,000	9,345	5 on 6,000 1 „ 3,345	30,872 5 -	43	Still in operation.
1,127	Whale and Seal Fishing Company (Limited).	Whale, seal, and other fishing and trading in connection therewith.	15, Salthouse-lane, Kingston-upon-Hull.	5 Jan. -	7	1,300	75,000	7,500	3,181	10 - -	3,185 - -	117	- ditto.
1,128	Permanent Loan and Discount Company (Limited).	Lending money and discounting bills.	Cheapside, Borough of Hanley, Stoke-upon-Trent, Stafford.	5 Jan. -	9	390	25,000	5,000	790	5 - -	3,950 - -	8	- ditto.
1,129	Dulta Tin Mining Company (Limited).	Searching for, raising and selling tin and other ores at Branwell, Cornwall.	Prince's-buildings, North John-street, Liverpool.	6 Jan. -	9	1,643	5,000	5,000	3,930	1 - -	3,919 - -	72	- ditto.
1,130	Gas, Engineering, and General Ironworks Company (Limited).	Erecting gasworks, and carrying on the business incidental to a general ironworks and foundry.	Not stated - - -	9 Jan. -	7	7	30,000	30,000	1,000	1 - -	1,000 - -	8	- ditto.
1,131	Great United Manure and Barytes Company (Limited).	Manufacturing and selling manures.	George-street Chambers, George street, Plymouth.	10 Jan. -	13	101	5,000	500	101	No return	No return -	13	No longer in operation.
1,132	National Provincial Discount Company (Limited).	Discounting bills and lending money.	Not stated - - -	10 Jan. -	7	35	50,000	2,500	35	- ditto -	- ditto -	7	- ditto.
1,133	Redhill Gas Company (Limited).	Supplying Warwick town and Redhill with gas.	Gasworks, Redhill, Surrey.	11 Jan. -	8	72	7,000	1,400	1,000	5 - -	4,800 - -	79	Still in operation.
1,134	Merlin Hill and Pantyglein Mining Company (Limited).	Working for lead and copper ores, and other minerals.	Spidman-street, Carmarthen.	12 Jan. -	7	435	4,000	4,000	1,635	- 18 -	1,010 - -	88	- ditto.

1,135	Hertford Building Company (Limited).	Providing improved dwellings for the labouring classes in the county of Hertford.	The Market-place, Hertford.	12 Jan. -	30	179	5,000	1,000	463	5 - -	2,147 10 -	99	- ditto.
1,136	High Wycombe Land and Building Company (Limited)	Building houses, purchasing or otherwise acquiring freehold land and buildings, and distributing the same amongst its members.	4, Remington-terrace, Oxford-road, High Wycombe.	- -	26	26	2,000	100	30	20 - -	600 - -	28	- ditto.
1,137	Heywood Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	91, York-street, Heywood, Lancashire.	16 Jan. -	8	54	50,000	5,000	2,289	10 - -	22,769 15 -	562	- ditto.
1,138	Kapunda Mining Company (Limited).	Copper mining and smelting in South Australia.	51, Threadneedle-street, City.	17 Jan. -	7	12,840	97,500	78,000	68,000	1 - -	68,000 - -	317	- ditto.
1,139	Bagslate Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Bating's Mill, Four-lane Ends, Lancashire.	17 Jan. -	7	18	50,000	10,000	1,041	5 - -	5,189 7 -	33	- ditto.
1,140	Great Eastern Music Hall Company (Limited).	Building a music hall, and selling refreshments.	Eastcheap, London Bridge.	18 Jan. -	9	125	20,000	20,000	763	- 5 -	119 - -	40	Dissolved.
1,141	Roman Gravels Lead Mining Company (Limited).	Working mines, and manufacturing products from the same.	Dog Pole, Shrewsbury, Salop.	18 Jan. -	7	1,800	10,000	10,000	10,000	1 - -	8,250 - -	17	Still in operation.
1,142	New Hull Flax and Cotton Mill Company (Limited).	Purchasing, manufacturing, and selling flax and cotton.	Cleveland-street, Groves, Kingston-upon-Hull.	19 Jan. -	11	626	84,050	1,681	1,681	40 - -	67,240 - -	21	- ditto.
1,143	Llanfyllin Gas Coke and Fitting Company (Limited).	Supplying Llanfyllin, in the county of Montgomery, with gas.	Renbryn, Llanfyllin, Montgomeryshire.	23 Jan. -	12	525	2,000	2,000	1,335	1 - -	1,335 - -	41	- ditto.
1,144	Oriental and Colonial Cotton, Flax, and Fibres Company (Limited).	Acquiring land in India, China, and elsewhere, and cultivating, growing, manufacturing, and selling cotton, flax, &c.	3, Alderman's-walk, New Broad-street.	23 Jan. -	8	122	100,000	4,000	122	No return	No return -	8	- ditto.
1,145	Birtle Spinning Company (Limited).	Cotton spinning and manufacturing.	Birtle, near Bury, Lancashire.	23 Jan. -	11	96	10,000	1,000	No. 1, 500 No. 2, 500	10 - - 9 - -	9,152 10 -	138	- ditto.
1,146	Weston-super-Mare Pier Company (Limited).	Erecting a pier or landing place at Weston-super-Mare, Somerset.	Not stated - - -	23 Jan. -	7	252	5,000	1,000	252	No return	No return -	7	Not known.
1,147	Fitzmaurice Light and Portable Gas Company (Limited).	Manufacturing and selling gas, gas apparatus and fittings, under certain letters patent.	79, King William-street, London.	24 Jan. -	7	520	50,000	25,000	520	ditto -	ditto - -	7	Still in operation.
1,148	Hirwain Aberdare Steam Coal Company (Limited).	Raising, manufacturing, and selling coal at the Hirwain Colliery, Glamorganshire.	Hirwain, near Aberdare, Glamorgan, South Wales.	24 Jan. -	9	400	20,000	400	400	ditto -	ditto - -	9	- ditto.
1,149	Bickleigh Vale Phœnix Copper and Tin Mining Company (Limited).	Acquiring land at Bickleigh, in the county of Devon, and carrying on general mining operations thereon.	167, 168, Gresham-house, Old Broad-street, London.	24 Jan. -	7	155	15,000	7,500	1,055 365 55	2 - - 1 - - - 10 -	2,503 - -	58	No longer in operation.
1,150	Plumstead and Woolwich Co-operative Provision Company (Limited).	Trading in all kinds of provisions, wearing apparel, and household furniture.	5, Union-row, Woolwich.	25 Jan. -	7	25	1,000	500	190	2 - -	294 13 4	168	Dissolved.
1,151	Calcutta and Mutlah Water Company (Limited).	Providing Calcutta and Mutlah, in Bengal, with fresh water.	211, Gresham-house, Old Broad-street, London.	25 Jan. -	7	320	280,000	56,000	320	No return	No return -	7	No longer in operation.
1,152	Birkenhead Music Hall Company (Limited).	Purchasing land, and erecting a music hall thereon.	19, Sweeting-street, Liverpool.	26 Jan. -	11	42	6,000	120	120	50 - -	5,940 - -	56	Still in operation.
1,153	Wheal Lopes, Copper, Tin, and Zinc Mining Company (Limited).	Working mines in Devonshire -	1, Great Winchester-street, City.	28 Jan. -	7	665	10,000	10,000	665	No return	No return -	7	No longer in operation.
1,154	Patent Atmospheric Marine Salvage Company (Limited).	Raising sunken vessels, &c., by machinery constructed under Rainbird's patent.	7, Norfolk-street, Manchester.	30 Jan. -	7	1,150	20,000	20,000	14,047	1 - -	12,404 - -	340	Still in operation.
1,155	Great Moelwyn Slate Company (Limited).	Working slate quarries, commencing with the Moelwyn Quarries, in the parish of Festiniog.	12, Copthall-court, E.C., London.	31 Jan. -	9	19	50,000	10,000	10,000	3 10 -	33,525 - -	168	- ditto.
1,156	Union Discount Company (Limited).	Lending money, and discounting bills.	35, Old Jewry, London	1 Feb. -	7	700	250,000	50,000	700	No return	No return -	7	Dissolved.
1,157	Redruth Public Rooms Company (Limited).	Providing rooms for public and other purposes.	Penryn-street, Redruth, Cornwall.	1 Feb. -	9	16	2,420	440	220 220	10 - - 1 - -	2,420 - -	82	Still in operation.

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,158	Rawtenstall Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing, coal mining, stone and slate quarrying, and farming.	Hareholine or Union Works, near Rawtenstall	4 Feb. -	9	46	50,000	10,000	6,431	5 – –	30,651 15 –	1,267	Still in operation.
1,159	Gloucester Waggon Company (Limited).	Constructing and selling railway waggons and carriages.	Bristol-road, Gloucester.	4 Feb. -	9	750	337,500	33,750	15,000 7,500	10 – – 5 – –	186,382 – –	441	- ditto.
1,160	Great Yarmouth Standard Steam Tug Company (Limited).	Towing ships and boats - -	The Beach, Great Yarmouth, Norfolk.	4 Feb. -	12	53	7,000	700	689	8 – –	3,346 – –	30	- ditto.
1,161	Diss Plant Pulp Company (Limited).	Manufacturing paper, &c., from the plant called "Diss," according to Legeay's patent process.	26, Cecil-street, Strand	6 Feb. -	7	7	20,000	4,000	7	No return	No return -	7	No longer in operation.
1,162	Buenos Ayres and San Fernando Railway Company (Limited).	Making a railway from Buenos Ayres to San Fernando.	84, King William-street, City.	6 Feb. -	7	175	150,000	15,000	12,337	2 10 –	44,460 – –	34	- ditto.
1,163	Pen Machno Slate Company (Limited).	Purchasing and working the Machno slate and slab quarries, in the county of Carnarvon.	12, South John-street, Liverpool.	8 Feb. -	7	700	20,000	2,000	2,000	8 – –	14,200 – –	22	Still in operation.
1,164	Spring Vale Cotton Mill Company (Limited).	Purchasing the "Spring Vale Mill" and carrying on the manufacture of cotton therein.	Spring Vale Mill, Hutch Bank, near Haslingdon, Lancashire.	9 Feb. -	8	572	20,000	773	773	10 – –	7,730 – –	8	- ditto.
1,165	Lower Park Mining Company (Limited).	Acquiring and working the Lower Park Mine, situate in the parish of Wresham.	Victoria-terrace, Minera Wresham, Denbigh.	10 Feb. -	8	1,369	8,000	2,000	2,000	3 3 –	6,205 10 2	15	- ditto.
1,166	Burnham Tidal Harbour Company (Limited).	To make a tidal harbour at Burnham, Somersetshire.	16, Parliament-street, Westminster.	10 Feb. -	7	145	4,000	400	295	10 – –	1,850 – –	23	- ditto.
1,167	Worsboroughdale and Worsborough Gas Light and Coke Company (Limited).	Supplying Worsboroughdale and Worsborough with gas.	Mr. Mitchell's Office at the Edmund's Main Colliery.	11 Feb. -	20	288	2,500	1,000	1,000	2 10 –	2,500 – –	72	- ditto.
1,168	London Building Company (Limited).	Acquiring land and erecting dwelling houses and other buildings, and selling or otherwise disposing of the same.	25, Moreton-terrace, Pimlico.	11 Feb. -	10	26	20,000	20,000	551 50	1 – – – 10 –	437 13 –	286	- ditto.
1,169	Bury and Elton Commercial Company (Limited).	Cotton spinning and manufacturing.	Soho Mills, Bury, Lancashire.	13 Feb. -	9	305	20,000	2,000	2,000	10 – –	20,000 – –	214	- ditto.
1,170	City of London Brewery Company (Limited).	To purchase and carry on the brewery business of Messrs. Felix, Calvert, & Company.	89, Upper Thames-street London.	14 Feb. -	19	1,448	600,000	7,500	The paid up capital of this Company consists partly of shares and partly of stock amounting to -		562,500 – –	498	- ditto.
1,171	Ball Eye Mining Company (Limited).	Working the Ball Eye and other mines and veins at Matlock in Derbyshire.	Cromford, Worksworth, Derbyshire.	15 Feb. -	10	875	1,000	1,000	1,000	– 13 –	592 10 –	13	Dissolved.
1,172	Gosport Building Company (Limited).	Purchasing and selling land, buildings, and building materials, making and selling bricks, and building houses.	Mr. Monks, Cricketers' Tavern, Forton-road, near Gosport.	15 Feb. -	8	18	2,000	200	134	Not stated	1,074 14 3	117	Still in operation.
1,173	Crown Spelter Company (Limited).	Purchasing land, working mines, and smelting and selling metals.	3, Size-lane, London -	15 Feb. -	11	870	75,000	75,000	870	No return	No return -	11	No longer in operation.

1,174	Middleton and Tonge Public Hall and Baths Company (Limited).	Erecting a public hall and baths, within the townships of Middleton and Tonge, in the county of Lancaster.	Manchester Old-road -	15 Feb. -	10	100	2,000	2,000	824	1 - -	824 - -	60	Still in operation.
1,175	Dover Consumers' Gaslight and Coke Company (Limited).	Supplying Dover with gas -	Castle-hill, Dover, Kent	16 Feb. -	7	280	10,000	2,000	280	No return	No return -	7	No longer in operation.
1,176	Painswick Gaslight and Coke Company (Limited).	Supplying Painswick with gas -	Painswick, Gloucestershire.	17 Feb. -	45	288	1,000	400	336	2 10 -	840 - -	50	Still in operation.
1,177	Bacup Cotton Mill and Mining Company (Limited).	Manufacturing and spinning cotton, &c., and carrying on mining and farming operations.	Todmorden, Yorkshire -	17 Feb. -	13	54	50,000	5,000	2,135	10 - -	17,920 - -	924	- ditto.
1,178	Stow-on-the-Wold Gas and Coke Company (Limited).	Supplying the town of Stow-on-the Wold, Gloucestershire, with gas.	Mr. W. Thornbury's, Stow-on the-Wold.	21 Feb. -	7	190	1,100	1,100	1,100	1 - -	1,100 - -	68	- ditto.
1,179	British Floating College Company (Limited).	Establishing a floating college, and preparing candidates for military, naval, and civil appointments.	10, Old Jewry Chambers, London.	21 Feb. -	7	403	10,000	10,000	403	No return	No return -	7	Dissolved.
1,180	Oldham Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Melbourne Mills, Melbourne-street, Oldham, Lancashire.	22 Feb. -	25	90	22,500	150	150	150 - -	22,500 - -	43	Still in operation.
1,181	Middleton-in-Teesdale Gas Company (Limited).	Supplying Middleton-in-Teesdale with gas.	Middleton-in-Teesdale, Durham.	22 Feb. -	37	184	1,000	200	200	5 - -	1,000 - -	46	- ditto.
1,182	Pemberton Gaslight Company (Limited).	Supplying the townships of Pemberton and Orrell with gas.	Lamberhead Green, Pemberton, Lancashire.	22 Feb. -	8	65	1,000	1,000	954	1 - -	938 - -	60	Dissolved.
1,183	Southampton Temperance Hall Company.	To erect temperance hall or halls, and to promote the principle of total abstinence from intoxicating liquors by means of lectures, &c.	Upper Canal Walk, Bell-street, Southampton.	22 Feb. -	8	72	1,000	800	280	- - 6 per week.	317 8 3	62	Still in operation.
1,184	Parry's Mines Company (Limited).	Mining in the Isle of Anglesea -	Not stated - - -	24 Feb. -	7	42	20,000	200	200	50 - -	10,000 - -	29	- ditto.
1,185	Corngafar and Trelodan Slate Company (Limited).	Mining and smelting in the United Kingdom.	107, New-street, West Birmingham.	25 Feb. -	10	643	20,000	4,000	643	No return	No return -	10	- ditto.
1,186	Redhill Land Investment and Building Society (Limited).	Purchasing and selling land and buildings, and lending money on security of freehold and other property.	Station-road, Redhill, Surrey.	25 Feb. -	9	24	20,000	400	73	- 8 - per month.	678 - -	33	- ditto.
1,187	South Coast Steam-printing and Publishing Company (Limited).	Printing and publishing - -	35, West-street, Brighton.	27 Feb. -	8	100	4,000	4,000	100	No return	No return -	8	- ditto.
1,188	Ryde Quay Company (Limited).	Steam navigation between Ryde, Gosport, Portsmouth and Cowes.	40, Parliament-street, Westminster.	28 Feb. -	7	200	5,000	500	500	10 - -	4,750 - -	14	- ditto.
1,189	Folkestone West Cliff Hotel Company (Limited).	Purchasing and enlarging West Cliff Hotel, Folkestone, and carrying on the business of hotel keepers.	West Cliff Hotel, Folkestone.	28 Feb. -	7	530	60,000	60,000	12,740	1 - -	12,307 10 -	87	No longer in operation.
1,190	City Joint Stock Investment and Advance Company (Limited).	Receiving money on deposit and lending same on security, and discounting bills.	Not stated - - -	29 Feb. -	7	140	25,000	5,000	140	No return	No return -	7	No longer in operation.
1,191	Broadfield Spinning Company (Limited).	Cotton spinning and manufacturing.	Smithy Bridge, Butterworth, Lancashire.	29 Feb. -	7	7	30,000	300	130	100 - -	13,000 - -	38	Still in operation.
1,192	Warrington Waggon Company (Limited).	Purchasing and selling railway waggons, trucks, &c.; also letting same for hire.	6, Warwick-street, Warrington, Lancashire.	1 Mar. -	7	405	25,000	2,500	1,875	10 *l.* on 1250 3 *l.* „ 625	14,375 - -	72	- ditto.
1,193	Eckington and Mosborough Gas Company (Limited).	Supplying Eckington and Mosborough with gas.	Eckington, Derbyshire	2 Mar. -	11	590	2,500	2,500	2,500	1 - -	2,500 - -	104	- ditto.
1,194	Nerbudda Coal and Iron Company (Limited).	Digging and mining for coals and iron ores in the East Indies.	9, Size-lane, Bucklersbury.	2 Mar. -	7	222	250,000	12,500	11,796	5 *l.* on old shares, 1 *l.* on new shares.	35,946 - -	258	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,195	Plymouth Improved Dwellings Association (Limited).	Providing dwelling-houses for workmen and their families at Plymouth.	Bedford Chambers, Bedford-street, Plymouth, Devon.	3 Mar. -	16	170	10,000	500	263	20 - -	5,260 - -	32	Still in operation.
1,196	West Canada Mining Company (Limited).	Working the Wellington Copper Mine, and other mines in West Canada.	5, Queen-street Place, London.	5 Mar. -	7	7,986	20,000	20,000	20,000	1 - -	20,000 - -	54	- ditto.
1,197	Hatfield Gas Company (Limited).	Supplying Hatfield with gas -	Gas Works, Hatfield, Hertfordshire.	6 Mar. -	9	221	2,400	480	411	4 - -	1,644 - -	30	- ditto.
1,198	Hindley Gas-coke Meter and Fitting Company (Limited).	Supplying the township of Hindley with gas.	Gas Works, Wigan-road, Hindley, Lancashire.	7 Mar. -	17	225	4,000	800	800	5 - -	4,000 - -	110	- ditto.
1,199	Rhine and Moselle Lead and Zinc Mining Company (Limited).	Working certain lead, zinc, and copper mines in the province of Coblentz, in Prussia.	Not stated - - -	8 Mar. -	7	47	200,000	50,000	47	No return	No return -	7	No longer in operation.
1,200	Great Yarmouth Meat and Provision Company (Limited).	Purchasing and selling live and dead stock, and meats, and provisions.	No. 4, in Row 26, Great Yarmouth.	9 Mar. -	9	59	1,000	1,000	Not stated	- 10 -	153 12 6	99	- ditto.
1,201	Bury Commercial Company (Limited).	Cotton spinning and manufacturing.	Fern Hill, Bury - -	10 Mar. -	7	200	14,620	1,462	1,462	10*l.* on No.1 1*l.* on No.2	10,588 12 6	120	Still in operation.
1,202	Middleton and Tonge Cotton and Mill Company (Limited).	Cotton spinning - - - -	The Albion Office, Middleton, Manchester.	15 Mar. -	11	632	40,000	4,000	2,670	10 - -	23,688 - -	270	- ditto.
1,203	Blue Lias Lime and Cement Company (Limited).	Working, quarrying the blue lias lime and cement stone, and manufacturing lime and cement.	Not stated - - -	16 Mar. -	7	1,450	20,000	20,000	1,450	No return	No return -	7	- ditto.
1,204	Worcester Corn Market and Music Hall Company (Limited).	To maintain in the city of Worcester a building suitable for a corn market, musical performances and public exhibitions.	Music Hall, Worcester	16 Mar. -	24	156	3,000	600	230	5 - -	1,108 - -	26	- ditto.
1,205	Exeter and West of England Waggon Company (Limited).	Manufacturing and purchasing railway waggons and trucks, and letting same on hire.	Not stated - - -	16 Mar. -	7	380	30,000	6,000	380	No return	No return -	7	Dissolved.
1,206	Glynrhonwy Slate Company (Limited).	Manufacturing and selling slate	27, Bucklesbury, E.C.	17 Mar. -	7	115	20,000	2,000	1,230 618	10 - - 2 10 -	13,985 - -	27	Still in operation.
1,207	Laguatia Quartz Company (Limited).	Acquiring and working quartz and quartzite rocks and quarries.	Not stated - - -	19 Mar. -	7	820	12,000	12,000	820	No return	No return -	7	No longer in operation.
1,208	London Hydraulic Power Company (Limited).	Supplying water under pressure as a motive power to machinery.	141, Fenchurch-street, E.C.	20 Mar. -	7	7	100,000	10,000	7	- ditto -	- ditto - -	7	- ditto.
1,209	Silver Vein Mining Company (Limited).	Purchasing and working the "Silver Vein Mines," near Lostwithiel, in Cornwall.	32, Walbrook - -	21 Mar. -	7	45	15,000	15,000	4,900 10,100	1 - - - 15 -	11,020 5 11	111	Still in operation.
1,210	General Apothecaries Company (Limited).	To purchase and carry on the business of a company, called the "General Apothecaries Company," which has been dissolved.	5, Mitre-court, Fleet-street.	21 Mar. -	8	109	15,000	1,500	109	No return	No return -	8	Abandoned.

1,211	St. Denis Consols Mining Company (Limited).	Mining in Cornwall for all metals, and ores, and china clay, and china stone.	5, Queen-street Place, Upper Thames-street, City.	21 Mar. -	15	456	8,000	800	456	- ditto -	- ditto - -	15	Dissolved.
1,212	Gainsborough United Steam Packet Company (Limited).	Conveying passengers and goods in ships or boats between the ports of Hull, Gainsborough, and Grimsby.	Lord-street, Gainsborough, Lincolnshire.	23 Mar. -	7	32	10,700	428	428	25 - -	10,700 - -	67	Still in operation.
1,213	Music Publishing Company (Limited.)	Printing and publishing music -	17, Peters-hill, Doctor's Commons.	26 Mar. -	7	7	5,000	5,000	7	No return	No return -	7	Wound up.
1,214	Patent Hoist Company (Limited).	To purchase and use an invention for improvements in hoisting and other lifting machines.	Carlton-buildings, Cooper-street, Manchester.	26 Mar. -	7	695	15,000	1,500	1,500	10 - -	Not stated -	42	Still in operation.
1,215	Tipton Moat Colliery Company (Limited).	To acquire all property of the proprietors of the Tipton Moat Colliery, and to carry on the business of miners and ironmasters.	Tipton Moat Colliery, Tipton, Staffordshire.	27 Mar. -	23	150	22,500	150	150	120 - -	18,000 - -	20	- ditto.
1,216	Fardon's Vinegar Company (Limited).	The manufacture and sale of vinegar.	Glover-street, Aston, Birmingham.	27 Mar. -	7	300	4,500	450	450	10 - -	4,315 11 4	9	- ditto.
1,217	Boroughbridge Gaslight Company (Limited.)	Supplying Boroughbridge, in the county of York, with gas.	Mr. T. S. Turner's, Boroughbridge, Yorkshire.	28 Mar. -	10	117	1,500	300	236	5 - -	1,180 - -	31	- ditto.
1,218	Galgate Cotton Manufacturing Company (Limited).	Cotton manufacturing - -	Galgate, Lancashire -	28 Mar. -	7	184	10,000	2,000	1,929	5 - -	9,645 - -	158	- ditto.
1,219	Laneside Industrial Cotton Mill Company (Limited).	Cotton spining, and cloth manufacturing.	Laneside, near Haslingden, Lancashire.	28 Mar. -	8	29	30,000	2,000	1,266	10 - -	10,290 - -	498	- ditto.
1,220	Northop Hall and Dublin Coal Company (Limited).	Coal mining - - - - -	Carlton-buildings, Cooper street, Manchester.	28 Mar. -	9	62	15,500	62	62	225 - -	13,300 - -	8	- ditto.
1,221	East Lancashire Paper Mill Company (Limited).	Manufacturing and selling paper	Radcliffe, Lancashire -	29 Mar. -	7	373	50,000	5,000	5,000	10 - -	49,520 15 -	369	- ditto.
1,222	Midhurst Gas Company (Limited).	Supplying Midhurst with gas -	Midhurst, Sussex -	30 Mar. -	12	95	2,000	400	400	5 - -	2,000 - -	45	- ditto
1,223	Bamford Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Bamford, near Rochdale, Lancashire.	30 Mar. -	9	26	40,000	8,000	2,008	5 - -	9,787 5 -	472	- ditto.
1,224	North Bierley Gaslight and Coke Company (Limited).	Supplying North Bierley with gas.	Low Moor, North Bierley, Bradford, Yorkshire.	30 Mar. -	9	520	20,000	20,000	15,000	1 - -	15,000 - -	272	- ditto.
1,225	Patent Machine Cut Firewood Company (Limited.)	To purchase and carry on the business of firewood cutting by a patent process.	11, Great St. Helen's, E.C.	2 April -	7	3,905	10,000	10,000	3,905	No return	No return -	7	No longer in operation.
1,226	Cheshire Patent Salt Company (Limited).	To purchase and carry on the salt works of Messrs. Jump & Hall, at Wharton, in Cheshire.	70, Cheapside, London, and Winsford, Cheshire.	4 April -	7	225	30,000	15,000	5,427	1 - -	5,362 - -	34	Wound up.
1,227	Ward's Patent Bolt, Nut, and Nail Company (Limited).	Manufacturing and working Ward's patent machines for making nuts, bolts, spikes, &c.	Not stated - - -	5 April -	15	180	20,000	2,000	180	No return	No return -	15	Not known.
1,228	Fell Valley Copper and Lead Mining Company (Limited).	Mining in the county of Frier, in Prussia.	Great Winchester-street, City.	5 April -	7	60	20,000	20,000	60	- ditto -	- ditto - -	7	No longer in operation.
1,229	Llanfair Mines Company (Limited).	Mining in the County of Cardigan.	Not stated - - -	9 April -	12	415	6,000	1,000	1,000	6 - -	5,975 - -	65	Wound up.
1,230	London Free Labour Company (Limited).	To improve the social condition of the productive classes, by forming operatives' clubs, establishing dining rooms, &c.	46 and 47, Beech-street, Barbican, Middlesex.	10 April -	18	58	1,000	1,000	362	1 - -	197 10 -	225	No longer in operation.
1,231	Blackburn Industrial Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	135, Harley-street, Blackburn.	11 April -	7	46½	10,000	1,000	Not stated	10 - -	8,391 - -	128	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,232	Derby Corn Exchange Company (Limited).	Erecting and maintaining a corn market, &c.	3, Albert-street, Derby	11 April -	14	304	7,000	1,400	Not stated	5 – –	6,875 – –	115	Still in operation.
1,233	Casara Lead Mine Company (Limited).	Purchasing and working the Casara Mines, in the county of Carmarthen.	27, Austinfriars, City -	12 April -	7	3,450	25,000	25,000	21,538	– 8 –	7,026 – –	91	- ditto.
1,234	Manchester Water Meter Company (Limited).	Purchasing and working certain patents for improvements in water meters.	Not stated - - -	12 April -	8	116	20,000	200	141	70 – –	11,650 – –	13	- ditto.
1,235	Sowerby Bridge New Market Company (Limited).	Erecting and conducting a general market for the sale of all kinds of goods.	- ditto - - -	12 April -	9	88	1,000	1,000	88	No return	No return -	9	No longer in operation.
1,236	Patent Bitumenized Water, Gas, and Drainage Pipe Company (Limited).	Purchasing and working certain patents for improvements in the manufacture of pipes and other articles.	14 A, Cannon-street, London.	12 April -	7	399	50,000	1,000	400 80 20	35 – – Not liable 25 – –	18,150 – –	7	Dissolved.
1,237	Barking Fish Manure Company (Limited).	Manufacturing and selling manures and other products.	Not stated - - -	12 April -	7	75	3,000	150	75	No return	No return -	7	No longer in operation.
1,238	Manchester Loan and Discount Company (Limited).	Lending money and discounting bills.	6, Macdonald-lane, Corporation-street, Lancaster.	13 April -	7	760	10,000	10,000	1,650	1 – –	1,635 – –	22	Still in operation.
1,239	Devon Union Mining Company (Limited).	Carrying on mining and smelting operations in Devon, or elsewhere.	3, Adelaide-place, London Bridge.	14 April -	7	1,905	12,000	12,000	10,562	1 – –	9,996 – –	184	Wound up.
1,240	National Credit and Exchange Company (Limited).	Receiving deposits of money, and lending same on security.	Not stated - - -	17 April -	7	60	50,000	10,000	60	No return	No return -	7	No longer in operation.
1,241	Southampton, Isle of Wight, and Portsmouth Improved Steamboat Company (Limited).	Conveying passengers and goods between Southampton, the Isle of Wight, and Portsmouth, and neighbouring places.	Winchester, in the county of Southampton.	18 April -	7	193	30,000	3,000	2,608	10 – –	18,674 – –	111	Still in operation.
1,242	Milnthorpe Gas, Coal, Coke, and Lime Company (Limited).	Supplying Milnthorpe and adjacent places with gas, coal, coke, &c.	Milnthorpe, Westmorland.	19 April -	10	200	1,500	300	300	5 – –	1,500 – –	23	- ditto.
1,243	Bury Co-operative Manufacturing Company (Limited).	Spinning and weaving cotton -	Hinds, Wellington-street, Elton, Lancashire.	19 April -	11	75	40,000	8,000	4,474	5 – –	20,163 16 –	883	- ditto.
1,244	Richard Gorton and Company (Limited).	Cotton spinning - - -	Minorca Mill, Bagslate, Rochdale, Lancashire.	19 April -	10	10	4,550	52	13 26 13	200 – – 50 – – 25 – –	4,225 – –	13	Dissolved.
1,245	Manchester Cotton Mill Company (Limited).	Cotton spinning and manufacturing	3, Cross-street, Manchester.	21 April -	7	176	20,000	4,000	176	No return	No return -	7	Wound up.
1,246	Landed Investment Company (Limited).	To carry on the business of a Land Investment Building Improvement and Agency Company.	12, Serjeants' Inn, Fleet-street.	21 April -	8	260	100,000	10,000	260	- ditto -	- ditto -	8	No longer in operation.
1,247	Reading West-street Rooms Company (Limited).	Religious, educational, and philanthropic purposes.	43, West-street, Reading, Berks.	23 April -	17	102	1,250	250	250	5 – –	1,250 – –	52	Still in operation.
1,248	Illuminated Advertising Column Company (Limited).	Advertising agents - - -	22 A, Mortimer-street, Middlesex.	26 April -	7	7	5,000	1,000	7	No return	No return -	7	Dissolved.
1,249	Anglo-Spanish Tin Streaming and Mining Company (Limited).	Mining and smelting near Beariz, in Spain.	Not stated - - -	28 April -	7	175	30,000	30,000	175	- ditto -	- ditto -	7	No longer in operation.

1,250	Atherton Cotton Manufacturing Company (Limited).	Manufacturing and spinning cotton.	Bolton-road, Atherton, Lancashire.	28 April	9	380	50,000	5,000	5,000	8 – –	39,611 – –	406	Still in operation.
1,251	Maidstone Spring Water Company (Limited).	Supplying Maidstone with water	Maidstone, Kent	30 April	15	295	30,000	3,000	295	No return	No return	15	No longer in operation.
1,252	Pen-y-Clyn Mining Company (Limited).	Acquiring and working certain mines at Pen-y-Clyn, near Llanidloes, in the county of Montgomery.	48, Lincoln's Inn-fields, Middlesex.	1 May	8	1,060	12,000	1,200	1,195	8 – –	8,713 10 –	10	Still in operation.
1,253	New Mills Town Hall Company (Limited).	To erect a townhall at New Mills, in the parish of Glossop, Derbyshire.	Not stated	3 May	7	450	2,000	2,000	450	No return	No return	7	No longer in operation.
1,254	Birkenhead Street Railway Company (Limited).	Conveyance of passengers and goods on iron rails.	Palm Grove, Claughton, Cheshire.	7 May	8	565	18,000	1,800	1,765	10 – –	17,650 – –	38	Still in operation.
1,255	European Wine Growers' Association (Limited).	To buy, sell, and trade in wines, spirits, and liqueurs of foreign growth and manufacture.	14 and 15, St. Swithin's-lane, City.	8 May	7	110	500,000	50,000	1,080 110	10 – – 2 10 –	10,860 – –	16	Wound up.
1,256	North Hallenbeagle Tin and Copper Mining Company (Limited).	Mining in the parish of St. Agnes, in Cornwall.	5, Bank-street, Leeds	8 May	7	35	8,000	8,000	8,000	– 6 –	730 – –	34	- ditto.
1,257	Hadlow Gas, Coal, and Coke Company (Limited).	Supplying Hadlow and neighbourhood with gas.	Hadlow, Kent	10 May	21	222	1,600	320	290	5 – –	1,450 – –	24	Still in operation.
1,258	Liverpool Road and Railway Omnibus Company (Limited).	Omnibus conveyence in Liverpool and its neighbourhood, either on the common roads or tramroads.	3, Elliott-street, Liverpool.	14 May	8	660	60,000	12,000	11,088	5 – –	55,440 – –	12	- ditto.
1,259	Agricultural Hall Company (Limited)	Erecting a building for agricultural and other exhibitions.	23, Essex-street, Strand	15 May	7	275	39,000	3,900	3,900	10 – – and prm.	39,390 – –	137	- ditto.
1,260	Roe Greave Commercial Company (Limited).	Importing, spinning, and manufacturing cotton and wool, and carrying on mining and farming operations.	Royal Oak Mill, Roe Greave, Oswaldthwistle, Lancashire.	15 May	8	41	20,000	200	118	100 – –	8,980 – –	12	- ditto.
1,261	Maritime Steam Company (Limited).	Shipowners	88, Cannon-street West, E.C.	15 May	7	7	200,000	40,000	7	No return	No return	7	No longer in operation.
1,262	Bury and Radcliffe Patent Brick and Tile Manufacturing Company (Limited).	Making bricks and tiles by a machine worked by steam.	17, Silver-street, Bury, Lancashire	16 May	7	85	10,000	1,000	440	7 – –	2,443 2 6	45	Wound up.
1,263	Blackburn Exchange Company (Limited).	Erecting an exchange and newsrooms.	Town Hall, Blackburn, Lancashire.	16 May	8	145	12,000	1,200	754	5 – –	3,278 – –	28	Still in operation.
1,264	River Steamer Company (Limited).	Conveyance of passengers and goods in ships or boats of the Company.	141, Gresham House, Old Broad-street, City.	24 May	7	350	100,000	1,000	540 238	50 – – 10 – –	29,260 – –	15	- ditto.
1,265	Wem Gaslight and Coke Company (Limited).	Supplying the town of Wem with gas.	The office of Messrs. Barker & Son, Wem, Shropshire.	21 May	62	179	2,000	200	200	10 – –	2,000 – –	62	- ditto.
1,266	Portugal Land Company (Limited).	Acquiring land, and letting or selling same.	43, Moorgate-street, City	21 May	7	560	76,000	15,000	560	No return	No return	7	Dissolved.
1,267	Merchant Tailors' Company (Limited).	Tailors and outfitters	125, Regent-street, Middlesex.	24 May	7	7	5,000	5,000	7	- ditto -	- ditto -	7	No longer in operation.
1,268	Moulded Peat Charcoal Company (Limited).	Purchasing peat land, and converting peat into charcoal by a patent process.	Arthur-street West, London Bridge.	25 May	7	6,500	50,000	50,000	6,500	- ditto -	- ditto -	7	Still in operation.
1,269	Market-street Gas Company (Limited).	Supplying Market-street with gas	Cheverill's-lane, Margate-street, Flamstead, Herts.	25 May	66	833	1,000	1,000	924	1 – –	833 – –	63	- ditto.
1,270	Beldon and North Derwent Mining Company (Limited).	Leasing and working certain mines situate in the Manor of Bulbeck, in Northumberland.	4, Park-row, Leeds, Yorkshire.	26 May	7	7	30,000	300	35 265	50 – – 75 – –	14,100 – –	8	- ditto.
1,271	Oil Axle Box Company (Limited).	Purchasing and working certain patent for improvements in lubricating railway axles and other bearings.	4, Victoria-street, Westminster.	28 May	7	800	16,000	800	800	20 – –	16,000 – –	14	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,272	Southborough Gaslight and Coke Company (Limited).	Manufacturing and selling gas.	Tudor Villa, Southborough, near Tunbridge Wells.	31 May -	7	7	2,000	400	360	5 - -	1,800 - -	36	Still in operation.
1,273	Spofforth Gas and Coke Company (Limited).	Supplying the town of Spofforth, in the county of York, with gas.	Not stated - - -	31 May -	9	64	900	150	64	No return -	No return -	9	No longer in operation.
1,274	Muswell Hill Land Company (Limited).	Buying and selling land - -	61, Gresham-house, Old Broad-street.	1 June -	7	350	140,000	14,000	6,248	3 5 -	18,234 - -	85	Still in operation.
1,275	Carreg Fawr Slate and Mineral Company (Limited).	Slate quarrying at Carreg Fawr, Carnarvonshire.	Bridge-street, Westminster.	1 June -	7	7	25,000	5,000	4,850	4 - -	18,265 - -	46	- ditto.
1,276	London Sewage Utilisation Company (Limited).	The utilisation and profitable employment of sewage of every description.	18, New-street, Spring-gardens, Westminster.	2 June -	7	365	30,000	1,500	380	2 - -	760 - -	8	No longer in operation.
1,277	Rock Mill and Trevethy Tin and Copper Mining Company (Limited).	To acquire and work certain mines at Llanlivery, in Cornwall.	Not stated - - -	2 June -	7	610	20,000	20,000	610	No return -	No return -	7	Still in operation.
1,278	Blackburn Catholic Hall Company (Limited).	The erection of a meeting-room, shops, and other buildings.	Town Hall-street, Blackburn, Lancashire.	6 June -	9	105	1,800	1,800	105	- ditto -	- ditto -	9	No longer in operation.
1,279	Queen's Hotel Company (Upper Norword) (Limited).	Purchasing and carrying on the Queen's Hotel, Norwood.	20, Queen-street, Cheapside.	7 June -	8	735	60,000	6,000	4,361	10 - -	42,334 16 -	1,20	Still in operation.
1,280	North Lane Tin, Silver, and Lead Mining Company (Limited).	Mining at Kenwyn, in Cornwall -	1, Royal Hotel-yard, Call-lane, Leeds.	8 June -	7	325	10,000	2,000	2,000	1 - -	1,678 3 9	87	Withdrawn from operation of the Act, and carried on under the Cost Book system.
1,281	Blackburn Cotton Manufacturing (Fisher-street Mill) Company (Limited).	Manufacturing cotton yarn into cloth.	Blackburn, Lancashire -	8 June	14	29⅓	5,000	50	40	100 - -	4,000 - -	21	Still in operation.
1,282	Lagunazo Sulphur and Copper Company (Limited).	Acquiring land and carrying on mining operations in the province of Huelva, in Spain.	43, Moorgate-street, City	9 June -	8	1,800	30,000	30,000	11,606 @ 1 - - ; 3,400 @ - 10 -		13,114 12 -	84	- ditto.
1,283	Brynarian Lead and Copper Mining Company (Limited).	Carrying on mining operations -	Mining Offices, Corn Exchange, Leeds, Yorkshire.	11 June -	7	1,010	3,000	3,000	3,000	1 - -	3,000 - -	14	- ditto.
1,284	Bristol and West of England Railway Waggon Company (Limited); now called the Bristol and South Wales Railway Waggon Company (Limited).	Manufacturing, selling, or letting railway waggons and trucks.	Exchange Buildings, Bristol.	12 June -	7	135	100,000	10,000	6,000	5 - -	30,000 - -	145	- ditto.
1,285	Patent Machine Brick and Tile Company (Limited).	Manufacturing and selling bricks and tiles.	19, Chancery-lane, Manchester.	12 June -	7	336	20,000	2,000	2,000	8 - -	15,744 - -	70	- ditto.
1,286	Bretchell Colliery Company (Limited).	To purchase and carry on the Bretchell Colliery, situate near to Shrewsbury.	Office of Messrs. Kough & Son, Swan Hill, Shrewsbury, Salop.	13 June -	9	16	5,000	1,000	1,000	5 - -	4,985 - -	19	- ditto.

1,287	Labuan Coal Company (Limited).	Coal mining, and buying, cultivating, and selling land, in the islands of Borneo and Labuan.	41, Threadneedle-street	13 June -	7	510	100,000	10,000	10,000	8 - -	85,000 - -	100	- ditto.
1,288	Briton Ferry Gas and Coke Consumers' Company (Limited).	Supplying the town of Briton Ferry, in the county of Glamorgan, with gas.	Charles - street, Briton Ferry.	13 June -	7	98	2,500	500	379	5 - -	1,895 - -	14	- ditto.
1,289	Tattershall and Coningsby Gas and Coke Company (Limited).	Supplying the towns of Tattershall and Coningsby with gas.	Tattershall, Lincolnshire	15 June -	8	80	2,000	200	80	10 - -	2,000 - -	32	- ditto.
1,290	Dodd's Iron and Steel Patent Licensing Company (Limited).	Purchasing and working Dodd's patent for improvements in the manufacture of iron and steel.	7, Size-lane, City - -	16 June -	7	60	10,000	100	89	100 - -	8,900 - -	12	- ditto.
1,291	South Eastern of Portugal Railway Company (Limited).	Making and maintaining railways, steam-boats, and telegraphs, in the kingdom of Portugal.	17, Gracechurch-street, London.	19 June -	7	7	750,000	37,500	10,378	13 - -	134,764 - -	73	- ditto.
1,292	Coleshill Gas Company (Limited).	Supplying the town of Coleshill with gas.	Coleshill, Warwick -	22 June -	8	136	2,000	800	800	2 10 -	2,000 - -	61	- ditto.
1,293	Littleborough Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Falcon-yard, Littleborough, Rochdale, Lancashire.	22 June -	9	17	100,000	10,000	1,940	10*l.* on 1,776 6*l.* 10*s.* on 171 3*l.* 15*s.* on 3	17,388 6 -	670	- ditto.
1,294	Golborne and Lowton Cotton Manufacturing Company (Limited).	Manufacturing and selling cotton, wool, silk, &c., and carrying on farming operations.	At Mr. Cook's, Golborne, Lancashire.	22 June -	9	28	20,000	2,000	307	10 - -	3,002 10 -	136	- ditto.
1,295	British and Foreign Cork Company (Limited).	Purchasing and selling cork, and cutting cork by patent machinery.	Esher-street, Westminster.	22 June -	7	1,400	20,000	4,000	2,520	5 - -	12,600 - -	10	- ditto.
1,296	London and Provincial Gas and Waterworks Company (Limited).	Establishing gas and waterworks in London or provincial towns in the United Kingdom or elsewhere.	27, Broad-street Buildings, City.	22 June -	8	8	50,000	5,000	8	- Nil -	- Nil -	8	Not known.
1,297	London and Provincial Discount Company (Limited).	Lending money, discounting bills, granting annuities, receiving money on deposit, &c.	46 and 47, Cornhill, City.	23 June -	7	35	300,000	60,000	2,686	2 - -	2,841 - -	119	Wound up.
1,298	Continental Wine Company (Limited).	The sale of pure and genuine foreign wine and spirits.	1, New Broad-street, City.	25 June -	8	96	500	100	100	5 - -	500 - -	8	Still in operation.
1,299	St. George's Brewery Company, Kidderminster (Limited).	Succeeding to, and carrying on, the business of brewers, &c., now carried on by Mr. Lynn, of Kidderminster.	The Horsefair, Kidderminster, Worcestershire.	25 June -	8	976	15,000	1,500	1,229	10 - -	12,290 - -	13	- ditto.
1,300	Weston-super-Mare Steam Saw Mills and Planing Company (Limited).	Sawing and planing timber by steam and other machinery.	The Beach, Weston-super-Mare, Somersetshire.	25 June -	8	34	2,000	200	34	No return -	No return -	8	No longer in operation.
1,301	Californian Railway Company (Limited).	To make railways, tramways, &c., in California.	Not stated - - -	27 June -	10	1,950	820,000	41,000	1,950	- ditto -	- ditto -	10	- ditto.
1,302	Droylsden Cotton Mill Company (Limited).	Cotton spinning - - -	Droylsden, Lancashire	27 June -	7	33	20,000	4,000	33	- ditto -	- ditto -	7	Wound up.
1,303	Bahia Gas Company (Limited).	Supplying the city of Bahia, in the empire of Brazil, with gas.	3, Cloak-lane, City -	27 June -	7	375	120,000	6,000	593	20*l.* on 5,000 10*l.* on 937 20*l.* overpaid	109,390 - -	99	Still in operation.
1,304	Bosworthen Tin Mining Company (Limited).	Working the Bosworthen mine, in the parish of Tancreed, Cornwall.	7, King's Bench-walk, Temple.	28 June -	7	65	5,000	5,000	65	No return -	No return -	7	Not known.
1,305	Pachuca Silver Mining Company (Limited).	Working the Santa Cleud and other mines in Mexico.	16, Cannon-street, City	29 June -	7	1,030	15,000	15,000	10,500	1 - -	10,500 - -	233	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,306	Kings Cliffe Gaslight and Coke Company (Limited).	Supplying Kings Cliffe with gas	Kings Cliffe, Northamptonshire.	2 July	8	115	1,850	370	370	5 – –	1,850 – –	41	Still in operation.
1,307	Royston Gas Company (Limited).	Supplying Royston, in the county of Hertford, and neighbourhood with gas.	Not stated	2 July	11	180	3,500	350	350	10 – –	3,500 – –	38	ditto.
1,308	Magnetic Filtration Company (Limited).	Manufacturing and selling portable or other filters.	135, Euston-road, N. W.	2 July	7	130	10,500	1,050	130	No return	No return	7	No longer in operation.
1,309	Kent and Sussex Iron and Coal Company (Limited).	Mining for iron ores in Kent and Sussex, and buying and selling coke and coals.	2, Crown-court, Threadneedle-street, E. C.	3 July	7	175	40,000	40,000	175	ditto	ditto	7	ditto.
1,310	Harrow-on-Hill Villas Investment Company (Limited).	Purchasing land and houses, building houses, and selling or letting such land and houses.	1, Walbrook-buildings, London.	4 July	7	87	20,000	4,000	87	ditto	ditto	7	Wound up.
1,311	Stourbridge Railway Waggon Company (Limited).	Manufacturing, selling, and hiring out railway waggons, trucks, &c.	Stourbridge, Amblecote, Staffordshire.	4 July	7	340	20,000	2,000	580	7 – –	4,060 – –	20	No longer in operation.
1,312	Hay Waterworks Company (Limited).	Supplying the town of Hay with water.	Hay, Brecon	5 July	54	157	1,800	360	218	5 – –	788 8 9	55	Still in operation.
1,313	Birkenhead Proprietary School Company (Limited).	Establishing a college at Birkenhead.	School House, Birkenhead Park, Cheshire.	6 July	13	31	5,000	125	85	10 – –	665 – –	44	ditto.
1,314	Gleuchass Mining Company (Limited).	To purchase the interest of the Gleuchass Mining Company in certain mines in the parish of Ruthen, in the Isle of Man, and working such mines.	Fenwick Chambers, Fenwick-street, Liverpool.	7 July	9	380	30,000	3,000	2,071	Not stated	16,830 – –	46	ditto.
1,315	Palladium Annuity and Advance Company (Limited).	Purchasing and selling annuities, lending money, and receiving same on deposit.	4, Moorgate-street, City	7 July	7	251	250,000	25,000	251	No return	No return	7	Wound up.
1,316	"Preston Herald" Newspaper Company.	Printing and publishing a newspaper.	1A, Arcade-buildings, Preston, Lancashire.	7 July	7	250	3,000	3,000	1,977	1 – –	1,894 – –	320	Still in operation.
1,317	Brinksway Cotton Spinning Company (Limited).	Manufacturing and selling cotton	Brinksway Mill, Stockport, Cheshire.	10 July	7	33	30,000	300	67	100 – –	6,700 – –	27	ditto.
1,318	Oswestry Gaslight and Coke Company (Limited).	Supplying Oswestry with gas	Oswestry, Salop	10 July	7	230	10,000	1,000	1,000	9 5 –	9,250 – –	58	ditto.
1,319	General Steam Printing and Publishing Company (Limited).	Purchasing and carrying on the printing and publishing business of Mr. G. Maddick.	26, Paternoster-row, City	11 July	7	142	50,000	10,000	142	No return	No return	7	No longer in operation.
1,320	National Credit and Exchange Company (Limited).	Receiving deposits, and lending money on security.	Not stated	13 July	7	110	500,000	100,000	110	ditto	ditto	7	Wound up.
1,321	Wemalit Coal Company (Limited).	Winning, working, and sale of coals, ironstone, and other minerals.	19, Coleman-street, City	13 July	7	7	2,500	2,500	2,500	1 – –	2,500 – –	5	Still in operation.
1,322	Harrow Tontine Association (Limited).	Acquiring land, and erecting houses, to be ultimately allotted to surviving shareholders on the tontine principle.	27, Great Winchester-street, City.	14 July	7	7	50,000	1,000	7	10 – –	70 – –	7	Wound up.
1,323	Winchcombe Gaslight and Coke Company (Limited).	Supplying the town of Winchcombe and its vicinity with gas.	Winchcombe, Gloucestershire.	14 July	11	210	1,800	360	360	Not stated	1,436 – –	15	Still in operation.

1,324	Wheal Concord Silver Lead and Copper Mining Company (Limited).	Mining and smelting - - -	1, Great Winchester-street, City.	19 July -	7	70	18,000	18,000	45 6,015	– 5 – 1 – –	6,026 5 –	9	No longer in operation.
1,325	Tonge Manufacturing Company (Limited).	Spinning and weaving cotton and silk.	Long-street, Middleton, near Manchester.	21 July -	11	88	15,000	750	88	20 – –	1,760 – –	12	Still in operation.
1,326	Halifax Cotton Manufacturing Company (Limited).	Cotton spinning, working collieries and slate quarries, and carrying on farm operations.	California, Halifax, Yorkshire.	21 July -	8	8	50,000	5,000	1,414	10 – –	13,551 – –	438	- ditto.
1,327	Wigan Cab Company (Limited)	Conveying passengers and goods in cabs and hackney carriages, in Wigan and surrounding district.	17, King-street, Wigan -	21 July -	7	66	2,000	400	216	5 – –	923 – –	42	- ditto.
1,328	Royal Hotel and Hunt Club Association, Slough, Bucks (Limited).	Providing hotel and club accommodation at Slough.	3, Hanover-square, Middlesex.	24 July -	7	29	40,000	8,000	29	No return	No return -	7	No longer in operation.
1,329	Fakenham Gas and Coke Company (Limited).	Supplying Fakenham and neighbourhood with gas.	Gas Works, Fakenham, Norfolk.	25 July -	16	341	3,500	350	341	9 – –	3,069 – –	18	Still in operation.
1,330	United Kingdom Electric Telegraph Company (Limited).	Making and working telegraphs in Great Britain and Ireland.	237, Gresham House, Old Broad-street.	26 July -	8	320	150,000	30,000	25,669	3 – –	76,164 16 8	297	- ditto.
1,331	Bedford Freehold Building Company (Limited).	Acquiring land, erecting houses thereon, and selling or letting same.	Not stated - - -	26 July -	14	20	10,000	500	20	No return	No return -	14	Not known.
1,332	Nelson Gas Company (Limited).	Supplying Nelson, in Marsden, with gas.	Nelson, in Marsden, Lancashire.	27 July -	17	171	10,000	2,000	1,185	5 – –	5,922 – –	105	Still in operation.
1,333	Sydney Gaslight and Coke Company (Limited).	Supplying the town of Sydney with gas.	Sydney, Gloucestershire	27 July -	15	92	3,000	300	300	10 – –	3,000 – –	30	- ditto.
1,334	Smoke Consuming Apparatus Company (Limited).	Carrying out and working a new patent smoke consuming apparatus.	Not stated - - -	28 July -	7	7	40,000	8,000	7	No return	No return -	7	No longer in operation.
1,335	Anglo-French Artificial Marble Company (Limited).	Manufacturing artificial marble by a patent process.	- ditto - - -	28 July -	8	1,007	20,000	4,000	8	- ditto -	- ditto -	8	Not known.
1,336	Patent Safeguard Company (Limited).	Manufacturing and selling patent safeguards against burglary.	- ditto - - -	30 July -	7	7	80,000	8,000	7	- ditto -	- ditto -	7	No longer in operation.
1,337	North Minera Lead Mining Company, 1860 (Limited).	Purchasing and working the North Minera mine, in the parish of Denbigh.	2, Crown-court, Threadneedle-street.	30 July -	7	2,775	15,000	15,000	10,000 5,000	1 – – – 8 –	12,850 5 –	209	Still in operation.
1,338	Hafod-y-Wern Slate Company (Limited).	Slate quarrying in the parish of Llanwuda, in the county of Carnarvon.	13, King-street, Cheapside, London.	31 July -	11	550	100,000	2,000	740 124	50 – – 35 – –	41,340 – –	37	- ditto.
1,339	Douro Mining Company (Limited).	Working mines in Great Britain and Ireland, also in the province of Lamora, in Spain.	14, Chatham-place, Blackfriars, London.	31 July -	7	168	12,000	600	168	No return	No return -	7	- ditto.
1,340	Green Dragon Hotel Company, Hereford (Limited).	Carrying on the business of the Green Dragon hotel, at Hereford.	Green Dragon Hotel, Broad-street, Hereford	1 Aug. -	9	10	6,000	10	10	570 – –	5,700 – –	9	- ditto.
1,341	Llanerch-y-Baidd Mining Company (Limited).	Working the Llanerch-y-Baidd and other mines in the county of Flint.	1, York-buildings, Adelphi.	- -	7	351	3,000	3,000	2,968	1 – –	1,506 5 –	48	- ditto.
1,342	Stourbridge Sheet and Crown Glass Company (Limited).	Manufacturing and selling glass -	Stourbridge, Worcestershire.	3 Aug. -	7	60	10,000	100	100	100 – –	10,000 – –	17	- ditto.
1,343	Stockport Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing, stone and slate quarrying, and carrying on farming operations.	Thristle-grove Mill, Heaton Morris, Stockport.	3 Aug. -	7	34	20,000	4,000	1,658	5 – –	8,100 2 –	235	- ditto.
1,344	Croydon Sewage Irrigation Company (Limited).	Applying the sewage of the town and district of Croydon to the irrigation of land.	26, Throgmorton-street, City.	7 Aug. -	7	54	30,000	3,000	54	No return	No return -	7	No longer in operation.
1,345	Todmorden and Cornholme Bobbin Manufacturing and Commercial Company (Limited).	Manufacturing wood, &c. into bobbins, &c., and growing cotton, flax, &c., and spinning and manufacturing same, and carrying on farming operations.	Vale, near Todmorden, Lancashire.	8 Aug. -	10	19	60,000	6,000	460	10 – –	3,318 2 10	208	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c. *cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860;			£.			£. s. d.	£. s. d.		
1,346	South Devon Marine Hotel Company (Limited).	To purchase and fit up and use as an hotel, Brookhill House, near Kingswear, Devon.	Not stated - - -	9 Aug. -	7	9	50,000	10,000	9	No return	No return -	7	No longer in operation.
1,347	Colonial Coffee Company (Limited).	Cultivating, preparing, and selling coffee, in Ceylon and elsewhere.	Not stated - - -	10 Aug. -	8	400	75,000	5,000	400	- ditto -	- ditto -	8	Wound up.
1,348	Westminster Chambers Company (Limited).	To erect a building in Victoria-street, Westminster, to be used as public offices or chambers.	4, Victoria-street, Westminster.	10 Aug. -	7	7	130,000	13,000	7	Not stated	Not stated -	7	Abandoned.
1,349	Cannock Public Rooms and Building Company (Limited).	To provide a building at Cannock, in Staffordshire, for the purpose of public rooms, library, reading rooms, &c.	Cannock - - -	13 Aug. -	11	130	600	600	596	1 - -	596 - -	178	Still in operation.
1,350	Stephenson Metal Tube and Copper Roller Company (Limited).	Manufacturing copper tubes, rollers, and other articles.	70, Liverpool-street, Birmingham.	13 Aug. -	11	58	50,000	100	64	500 - -	32,000 - -	17	- ditto.
1,351	Lancashire and Yorkshire Cotton Manufacturing and Mining Company (Limited).	Manufacturing and selling cotton, and carrying on mining and farming operations.	Ossett Spa, near Ossett, Yorkshire.	13 Aug. -	11	53	100,000	10,000	2,179	8 - -	12,336 18 6	565	- ditto.
1,352	Witham Gaslight and Coke Company (Limited).	Supplying Witham with gas and coke.	Witham, Essex - -	14 Aug. -	10	120	3,200	320	Not stated	7 - -	2,240 - -	35	- ditto.
1,353	Southsea Clarence Esplanade Pier Company (Limited).	Erecting a pier near to the King's Rooms, on the Clarence Esplanade, at Southsea.	King's Rooms, Southsea	14 Aug. -	7	249	4,000	400	400	10 - -	4,000 - -	115	- ditto.
1,354	Vulcano Mining Company (Limited).	Working the Vulcano and other mines in Spain.	38, King William-street, City.	14 Aug. -	7	1,500	6,000	1,500	1,500	No return	No return -	7	- ditto.
1,355	Anglo-French Agricultural Trading Company (Limited).	Farming, distilling, and brick-making in France, and importing and exporting all kinds of agricultural produce into or from England or France.	2, Hatters'-court, Threadneedle-street, City.	15 Aug. -	7	93	25,000	5,000	93	- ditto -	- ditto -	7	No longer in operation.
1,356	Shields Steam Shipping Company (Limited).	Owning or hiring steam vessels, and using or letting same for conveyance of passengers.	North Shields, Northumberland.	15 Aug. -	7	200	10,000	1,000	926	9 - -	8,215 - -	63	Still in operation.
1,357	Seend Pig Iron Company (Limited).	Acquiring and working certain ironfields and works at Seend, in the county of Wilts.	114, Gresham House, Old Broad-street, City.	17 Aug. -	7	70	100,000	20,000	70	No return	No return	7	Abandoned.
1,358	"Volunteer Service Gazette" Company (Limited).	Publishing the "Volunteer Service Gazette" newspaper.	5, Whitefriars-street, London.	20 Aug. -	7	35	5,000	5,000	35	- ditto -	- ditto -	7	Still in operation.
1,359	Crown Preserved Coal Company (Limited).	Purchasing and carrying on the Cardiff Preserved Coal and Coke Company, for manufacturing preserved coal and other patent fuels.	39, Old Hall-street, Liverpool.	20 Aug. -	7	7	50,000	10,000	2,212 955 1,813	5 - - 3 - - 1 - -	15,858 - -	78	- ditto.
1,360	Shotley Bridge Town Hall Building Company (Limited).	Erecting a town hall and other buildings.	Shotley Bridge, Durham	20 Aug. -	10	68	2,500	250	187	6 8 -	1,177 8 0	61	- ditto.

	Company (Limited).	glauberite, near Aranjuez, in Spain.	Old Jewry, City.											ration.
1,362	Rhyscog Mining Company (Limited).	Working certain mines in the lordship of Llandewi Brefi, in Cardiganshire.	33, Great Winchester-street, City.	23 Aug. -	7	39	15,000	3,000	1,450	2 - -	1,032 - -	52	Wound up.	
1,363	Patent File Machine and File Manufacturing Company (Limited).	Making file machines and files according to Preston's patents.	81, King-street, Manchester.	24 Aug. -	17	575	30,000	3,000	1,885	10 - -	18,182 - -	86	- ditto.	
1,364	Skipton Public Buildings Company (Limited).	To erect a hall suitable for a court house, market house, and other public purpose.	Market Place, Skipton, Yorkshire.	24 Aug. -	38	£206	5,000	500	Old, 287 Pref. 189	10 - - 7 - -	4,168 - -	70	Still in operation.	
1,365	Western Waggon Company (Limited).	Building, purchasing, and selling, or hiring out railway carriages and waggons.	St. Mary-street, Bridgewater.	24 Aug. -	10	£200	50,000	5,000	1,000 3,000	10 - - 3 - -	19,000 - -	136	- ditto.	
1,366	Heywood Commercial Company (Limited).	Cotton spinning and manufacturing.	Market-street, Heywood, Lancashire.	24 Aug. -	7	37	10,000	2,000	1,210	5 - -	6,050 - -	247	- ditto.	
1,367	Wheal Bella Mining Company (Limited).	Working the Wheal Bella mine, near Launceston, in Cornwall.	3, Mayfield-terrace, West Dalston, Middlesex.	27 Aug. -	7	14	1,000	1,000	14	No return	No return -	7	Wound up.	
1,368	Metropolitan Tradesmen's Mutual Discount Company (Limited).	Borrowing and lending money, and discounting bills.	9, Liverpool-street, City	27 Aug. -	7	127	250,000	50,000	127	- ditto -	- ditto -	7	No longer in operation.	
1,369	Hartley-Wintney Gas and Coke Company (Limited).	Supplying Hartley-Wintney with gas and coke.	Hartley-row, Hartley-Wintney, Hants.	27 Aug. -	7	810	1,000	1,000	1,000	1 - -	1,000 - -	20	Still in operation.	
1,370	Commercial Advance Company (Limited).	Lending money on security, and receiving money at interest.	Not stated - - -	28 Aug. -	7	325	50,000	5,000	325	No return	No return -	7	No longer in operation.	
1,371	Moseley Green Coal and Coke Company (Limited).	Mining for coal, and converting coal into coke.	1, Great Winchester-street.	30 Aug. -	7	7	75,000	15,000	4,590	1 - -	19,102 -	28	Wound up.	
1,372	General Apothecaries Company (Limited).	To supply the public with unadulterated drugs and chemicals, &c.	49, Berners-street, Oxford-street.	30 Aug. -	10	417	7,500	1,500	1,500	5 - -	7,500 - -	36	Still in operation.	
1,373	Cefn Cileen Mining Company (Limited).	Acquiring and working Cefn Cileen mines, in Flintshire.	3, Temple-row, Wrexham, Denbigh.	30 Aug. -	7	2,500	12,500	2,500	2,500	2 3 -	5,170 16 -	44	- ditto.	
1,374	Great Northern and Midland Coal Company (Limited).	Coal mining and coal dealing -	49, Skinner-street, Snow-hill.	31 Aug. -	7	147	50,000	10,000	147	No return	No return -	7	- ditto.	
1,375	British Ebontine Company (Limited).	Manufacturing various articles of hardware.	Lifford, King's Norton, Worcestershire.	31 Aug. -	7	140	5,000	500	98	5 10 -	664 - -	6	No longer in operation.	
1,376	Gellivara Company (Limited)	Acquiring, improving, managing, and working the Gellivara Estate, in the province of Norbotten, in the kingdom of Sweden.	6, Copthall-court, London.	6 Sept. -	7	910	85,000	85,000	910	Not stated	Not stated -	910	- ditto.	
1,377	Godalming Public Hall Company (Limited).	Erecting a hall at Godalming, to be used for public meetings, lectures, balls, &c.	13, High-street, Godalming, Surrey.	6 Sept. -	8	33	750	150	107	5 - -	535 - -	33	Still in operation.	
1,378	Worthing Pier Company (Limited).	Constructing a pier at Worthing -	5, Bedford-row, Worthing.	6 Sept. -	11	1,075	7,500	7,500	5,500 1,000	1 - - - 10 -	6,000 - -	145	- ditto.	
1,379	Pencraig United Lead Mining Company (Limited).	Working the Pencraig and other mines, in the county of Carnarvon.	1, Great Winchester-street, London.	7 Sept. -	7	506	12,000	12,000	5,702	- 7 6	4,564 10 -	52	Dissolved.	
1,380	Burry Port, Carmarthenshire, Coal and Ironstone Company (Limited).	Mining for coal, ironstone, fireclay, &c., at Llanelly, in the county of Carmarthen.	Not stated - - -	7 Sept. -	7	35	40,000	40,000	35	No return	No return -	7	Not known.	
1,381	Lower Taldrews and Clod-fa-Coed Slate Company (Limited).	Slate quarrying and manufacturing in Carnarvonshire.	32, Bucklersbury, City	8 Sept. -	7	28	30,000	15,000	7,986	2 10 -	17,815 - -	124	Wound up.	
1,382	Cornubia Tin Mining Company (Limited).	Working the Cornubia mine, in the parish of Roach, in Cornwall.	12, South Parade, Leeds, Yorkshire.	12 Sept. -	8	870	20,000	10,000	5,000 2,000 2,421	2 - - 1 15 - - 15 -	14,446 17 -	210	- ditto.	
1,383	Clifton College Company (Limited).	Establishing and conducting a college for the education of the sons of gentlemen, at Clifton, Bristol.	The College, Clifton, near Bristol.	13 Sept. -	9	38	10,000	400	378	25 - -	9,331 - -	148	Still in operation.	

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,384	Nanty Mines Company (Limited).	Mining for lead, copper, and other ores, in the county of Montgomery.	6, Queen-street-place, City.	15 Sept. -	7	115	5,000	250	250	20 - -	5,000 - -	30	Still in operation.
1,385	Devon County School Association (Limited).	To provide one or more proprietory schools on a proprietory basis.	Middle-hill, West Buckland, Devon.	17 Sept. -	9	40	7,500	300	225	25 - -	5,600 - -	51	- ditto.
1,386	Gloucestershire Steam Plough Company (Limited)	Purchasing, selling, or letting all kinds of agricultural implements and machinery.	1, Commercial-road, Gloucester.	18 Sept. -	8	150	50,000	5,000	1,327	3 - -	3,968 - -	102	Dissolved.
1,387	West of England Mineral Company (Limited).	Raising and smelting antimonial ores by Gard's patent process.	40, Bartholomew-yard, Exeter, Devon.	18 Sept. -	12	898	7,500	1,500	1,500	5 - -	7,500 - -	22	Still in operation.
1,388	British Slate Company (Limited).	Slate quarrying - - - -	25, Clement's-lane, Lombard-street, City.	18 Sept. -	7	7	25,000	6,306	6,136 133 25 12	1 - - 5 - - 2 - - 1 - -	6,788 - -	46	- ditto.
1,389	Walthamstow, Leyton, Wanstead and Woodford Joint Stock Investment and Advance Company (Limited).	Receiving deposits of money, and lending money on security.	Marsh-street, Walthamstow, Essex.	19 Sept. -	10	120	10,000	2,000	661	1 - -	661 - -	44	- ditto.
1,390	Universal Private Telegraph Company (Limited).	To establish a system of private electric telegraph communication in London and the provincial cities.	3, Hanover-square, Middlesex.	20 Sept. -	7	31	50,000	500	31	No return	No return -	7	Incorporated by Act of Parliament.
1,391	Valencia Sulphur Company (Limited).	Acquiring and working certain mineral grounds in the province of Teruel, in Spain.	9, George-yard, Lombard-street, City.	22 Sept. -	8	3,050	12,000	12,000	3,050	- ditto -	- ditto -	8	No longer in operation.
1,392	Hathershaw Hall Land, Building, and Manufacturing Company (Limited).	The acquiring and disposal of land and buildings, manufacturing and selling bricks, working quarries, and manufacturing and selling cotton, iron, and machinery.	Hathershaw, Oldham, Lancashire.	24 Sept. -	8	80	20,000	2,000	230	10 - -	2,300 - -	9	Still in operation.
1,393	Chester New Music Hall Company (Limited).	To provide a hall or building to be used for concerts, public meetings, &c.	Chester Music Hall, St. Oswald, Chester.	24 Sept. -	20	48	1,200	48	48	25 - -	1,200 - -	20	- ditto.
1,394	Mydrim Mining Company (Limited).	Working for lead and copper ores and other minerals.	Spillman-street, Carmarthen.	26 Sept. -	7	644	4,000	4,000	644	No return	No return -	7	No longer in operation.
1,395	Bolton District Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Mynne-street, Bolton-le-Moors.	26 Sept. -	8	190	10,000	1,000	1,000	10 - -	9,940 - -	100	Still in operation.
1,396	Coventry Equitable and Industrial Co-operative Company (Limited).	To provide its shareholders with tools, implements, or materials of their respective trades, and to establish provision and other stores.	3, Palace-yard, Coventry, Warwick.	26 Sept. -	15	37	5,000	5,000	285	No return	118 13 -	144	No longer in operation.
1,397	London West End Advance Company (Limited).	Lending money and discounting bills, buying and selling annuities, &c., and receiving deposits	31, Golden-square, Middlesex.	27 Sept. -	7	147	25,000	5,000	147	- ditto -	No return -	7	- ditto.
1,398	St. Edmund's Proprietory College Company (Limited).	Conducting a proprietory school or college at Carshalton.	Not stated - - -	27 Sept. -	8	53	12,000	1,200	53	- ditto -	- ditto -	8	- ditto.
1,399	Guiseley Waterworks Company	Supplying Guiseley with water -	Guiseley, Yorkshire -	28 Sept. -	8	180	2,500	2,500	1,810 641	1 - - - 15 -	2,093 - -	83	Still in operation.

1,400	London and County Loan Company (Limited).	Lending money on security, and receiving deposits at interest.	16, Russell-place, Fitzroy-square.	1 Oct. -	7	1,540	80,000	800	800	5 - -		
1,401	Kent and Sussex Iron and Coal Company (Limited).	Raising iron ore in Kent and Sussex, manufacturing iron, and dealing in coke and coals.	2, Crown-court, Threadneedle-street, City.	2 Oct. -	8	8	50,000	10,000	8	No return	No return -	8	No longer in operation.
1,402	Rochdale Commercial Loan and Discount Company (Limited).	Granting loans, and discounting bills, &c.	6A, Packer-street, Rochdale, Lancashire.	2 Oct. -	10	25	10,000	1,000	1,000	6 - -	6,104 - -	62	Still in operation.
1,403	West Snailbeach Mining Company (Limited).	Searching for and raising all metallic ores and barytes.	1, Winchester House, Old Broad-street, City.	3 Oct. -	7	1,142	10,000	5,000	3,099	1 4 -	895 - -	36	- ditto.
1,404	London India-rubber Company (Limited).	Manufacturing articles from India rubber, gutta percha, &c.	20, Cannon-street, City	4 Oct. -	7	1,100	75,000	7,500	A. 600 A. 3,371 B. 2,000	10 - - 5 - - 10 - -	42,117 10 -	81	- ditto.
1,405	London Omnibus Tramway Company (Limited).	Making and maintaining tramways, and conveying passengers and goods in London and its neighbourhood.	31, Moorgate - street, City.	6 Oct. -	7	2,300	50,000	10,000	2,300	No return	No return -	7	- ditto.
1,406	Pant-y-fownog Coal Company (Limited).	Mining for coal, cannel, and ironstone, at Pant-y-fownog, in the parish of Mold, Flintshire.	Not stated - - -	8 Oct. -	8	54	2,000	100	54	- ditto -	- ditto - -	8	Not known.
1,407	Panty Buarth Lead Mining Company (Limited).	Mining for lead and other ores at Panty Buarth, in the parish of Mold, Flintshire.	Not stated - - -	8 Oct. -	10	489	8,000	800	489	- ditto -	- ditto - -	10	- ditto.
1,408	Nuneaton Cotton Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing.	The Company's Mills, Warwickshire.	9 Oct. -	16	497	100,000	10,000	2,509 892 30	10 - - 5 15 - nil.	29,856 15 9	268	Still in operation.
1,409	Hafod Consols Lead Mining Company (Limited).	Mining for lead at Haford, near Aberystwith, in Cardiganshire.	Not stated - - -	9 Oct. -	7	450	50,000	10,000	450	No return	No return -	7	No longer in operation.
1,410	South London Masonic Hall Company (Limited).	To erect a building in Southwark or Lambeth, to be used as a masonic hall and hotel.	51, King William-street, City.	9 Oct. -	7	60	6,000	6,000	60	- ditto -	- ditto - -	7	Still in operation.
1,411	London Press Company Limited).	Printing and publishing a newspaper.	Dorset-street, Salisbury-square, City.	9 Oct. -	7	1,437	35,000	3,500	3,500	9 16 -	34,300 - -	11	- ditto.
1,412	Marmoreon (Marble) Company (Limited).	Manufacturing, producing, and sale of imitation marble and other stone.	Not stated - - -	10 Oct. -	7	12	10,000	40	16	197 10 -	1,915 - -	11	- ditto.
1,413	Whaley Bridge Gas Company (Limited).	Supplying Whaley Bridge, in the county of Derby and Chester, with gas, coal, and coke.	Whaley Bridge, Derby	10 Oct. -	7	115	5,000	500	200 52	10 - - 5 - -	2,260 - -	11	- ditto.
1,414	Dewsbury Bath Company (Limited).	Erecting bath houses in the township of Dewsbury, in the county of York.	Bath-street, Dewsbury	12 Oct. -	7	110	6,000	3,000	938	2 - -	1,777 5 -	89	- ditto.
1,415	Hurstperpoint Gas Company (Limited).	Supplying Hurstperpoint with gas.	Hurstperpoint, Sussex -	16 Oct. -	24	231	2,800	560	560	5 - -	2,800 - -	34	- ditto.
1,416	Millwall Iron Company (Limited).	Purchasing and carrying on certain iron works, situate at Millwall, and known as the Prince of Wales Scrap Iron Works.	The Prince of Wales Scrap Iron Works, Millwall, Middlesex.	16 Oct. -	7	275	10,000	10,000	275	No return	No return -	7	No longer in operation.
1,417	Beaujolais Wine Company (Limited).	Wine merchants - - -	23, Rood-lane, City -	18 Oct. -	7	545	40,000	2,000	1,500	10 - -	15,000 - -	24	Still in operation.
1,418	Devon and Cornwall Tontine Association (Limited).	Purchasing freehold property in Devon and Cornwall, and dividing same, and profits arising therefrom, among the shareholders by way of tontine.	Temperance Hotel, Devonport.	19 Oct. -	7	7	4,400	880	7	No return	No return -	7	No longer in operation.
1,419	North Wrey Mining Company (Limited).	Working the Bicton and Scrawsdon lead mines at Ives, Cornwall.	Bicton, St. Ives, Cornwall.	24 Oct. -	7	870	8,000	4,000	3,500 5,000	1 - - 2 - -	4,062 10 -	31	Still in operation.
1,420	Anglo-Spanish Smelting and Silver Mining Company (Limited).	Working certain mines at Hiendelaencina, in the province of Guadalajara, in Spain.	5, Scott's-yard, Bush-lane, City.	27 Oct. -	7	411	360,000	72,000	411	No return	No return -	7	No longer in operation.
1,421	Rossendale Printing, Dyeing, and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Albert Works, Rossendale, Lancashire.	29 Oct. -	15	92	50,000	10,000	1,432	5 - -	6,828 8 6	503	Still in operation.
1,422	West Cumberland Hematite Iron Company (Limited).	Manufacturing iron, selling iron, ironstone, and limestone.	Company's Works, near Workington.	1 Nov. -	14	31	75,000	50	49	1,000 - -	49,000 - -	23	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,423	Victoria (London) Mining Company (Limited).	Carrying on mining operations in the several colonies of Australia and in New Zealand.	35, Bucklersbury, City, E.C.	1 Nov.	7	830	25,000	25,000	21,667	1 – –	21,508 17 6	177	Still in operation.
1,424	Property, Debenture, and Investment Fund (Limited).	Purchasing freehold and other property, investing the property of the company on security of land, &c., and receiving money on deposit.	Bank Buildings, Haymarket, S.W.	1 Nov.	7	7	200,000	20,000	7	No return	No return	7	No longer in operation.
1,425	Hide and Leather Factors Company (Limited).	Carrying on the business of hide and leather factors.	Not stated	2 Nov.	8	22	200,000	20,000	22	- ditto -	- ditto -	8	Not known.
1,426	Nanteos and Penrhiw United Mining Company (Limited).	Purchasing and working certain mines, lately worked by the Penrhiw Consolidated Mines Company (Limited).	8, Austin Friars	2 Nov.	7	1,300	20,000	5,000	5,000	3 16 6	18,543 2 6	61	Still in operation.
1,427	Sowerby Bridge Gas Consumers Company (Limited).	Supplying Sowerby Bridge and its neighbourhood with gas.	Not stated	5 Nov.	7	370	10,000	2,000	370	No return	No return	7	No longer in operation.
1,428	Grosmont Iron Works Company (Limited).	Working the deposits of ironstone on the Hollins Estate, near Whitby, and making pig iron therefrom.	17, Gracechurch-street, City.	7 Nov.	7	260	40,000	8,000	260	- ditto -	- ditto -	7	- ditto.
1,429	Storrington Gas Company (Limited).	Supplying Storrington with gas, and dealing in coke and coal.	White Horse Inn, Storrington, Sussex.	7 Nov.	9	40	1,000	100	85	10 – –	830 – –	23	Still in operation.
1,430	Bolton Water Twist Company (Limited).	Cotton spinning and manufacturing.	Bask-street, Bolton, Lancashire.	8 Nov.	7	48	3,000	120	48	No return	No return	7	- ditto.
1,431	Bristol St. James's Hall Company (Limited).	To erect a hall, and letting or using same as a place of public amusement, &c.	28, Corn-street, Bristol.	8 Nov.	7	35	12,000	12,000	35	- ditto -	- ditto -	7	No longer in operation.
1,432	Trust and Agency Company of Australasia (Limited).	To invest money on real estate in Australia, and to transact a general agency and commission business between Australasia and England, and elsewhere.	31, St. Swithin's-lane, City.	8 Nov.	8	1,110	500,000	50,000	25,000	1 – –	25,000 – –	285	Still in operation.
1,433	Water Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Water near Newchurch, Lancashire.	10 Nov.	52	217	50,000	10,000	1,656	5 – –	6,233 15 10½	499	- ditto.
1,434	Metropolitan Consumers' Coal Company (Limited).	Supplying London and its neighbourhood with coals.	42, Poultry, City	12 Nov.	23	325	50,000	50,000	1,228	– 10 –	547 2 6	61	No longer in operation.
1,435	"Rifleman" Newspaper Company (Limited).	Purchasing and carrying on the "Rifleman" newspaper.	Not stated	14 Nov.	7	7	5,000	5,000	7	No return	No return	7	- ditto.
1,436	Wentnor Mining Company (Limited).	Purchasing and working the Ritton Castle Mining Company at Wentnor in Shropshire.	Pantasa, near Holywell, Flintshire.	14 Nov.	7	455	15,000	6,000	2,000 2,000 2,000	2 6 – 2 10 – 2 3 –	13,900 – –	46	Still in operation.
1,437	Wheal Ellen (South Australia) Mining Company (Limited).	Purchasing and working the Wheal Ellen Mine in the county of Hindmarsh, in South Australia.	51, Threadneedle-street, London.	15 Nov.	7	600	85,000	37,000	9,937	5 – –	49,222 10 –	102	- ditto.
1,438	Ipstones Park Iron Ore Company (Limited).	Working certain mines of ironstone at Ipstones in the county of Stafford.	73, Old Broad-street, City.	15 Nov.	8	240	7,500	300	300	20 – –	5,900 – –	9	- ditto.
1,439	ManchesterCo-operativeSpinning and Manufacturing Company (Limited)	Cotton spinning and manufacturing.	Mill, Queen-street, Newton Heath.	19 Nov.	9	320	20,000	20,000	5,172	1 – –	4,908 10 –	12	- ditto.

1,440	London Medico-Botanical Company (Limited).	To introduce a new method of treating chronic diseases, and to supply the public with vegetable medicines.	Not stated - - -	21 Nov. -	7	9	1,000	100	9	No return	No return -	7	No longer in operation.
1,441	Woodland Slate Company (Limited).	Slate quarrying on the Wickeridge Estate, in the parish of Woodland, in the county of Devon.	116, Fore-street, Exeter	21 Nov. -	7	435	10,000	2,000	2,000	4 - -	7,977 10 -	61	Still in operation.
1,442	Flint Marsh Colliery Company (Limited).	Mining for coal and ironstone and other minerals, in the county of Flint.	Works near Flint -	21 Nov. -	7	320	16,000	320	320	46 17 6	7,500 - -	8	- ditto.
1,443	East Mona Mining Company (Limited).	Purchasing and working the East Mona copper, &c., mines, near Amlwch, in the county of Anglesea.	1, Great Winchester-street, London.	22 Nov. -	7	1,200	12,000	12,000	1,200	No return	No return -	7	No longer in operation.
1,444	Rishton Victoria Cotton Mill Company (Limited).	Cotton spinning and manufacturing.	Rishton, Lancashire -	23 Nov. -	8	70	100,000	1,000	300 64	100 - - 2 - -	31,978 - -	62	Still in operation.
1,445	Grindleton Industrial Association (Limited).	Cotton spinning and manufacturing.	Grindleton, Yorkshire -	23 Nov. -	7	120	30,000	6,000	618	5 - -	3,074 10 -	90	- ditto.
1,446	Central American Piers Company (Limited).	Constructing piers, moles, wharves, &c., in the republics of Guatemala and Salvador.	Not stated - - -	24 Nov. -	7	7	115,000	11,500	7	No return	No return -	7	Not known.
1,447	South Wales and Monmouthshire Newspaper Company (Limited).	To establish a newspaper for circulation in South Wales and Monmouthshire.	Commercial Chambers, Church-street, St. Mary, Cardiff.	24 Nov. -	32	352	1,500	1,500	352	- ditto -	- ditto -	32	No longer in operation.
1,448	Coventry Cotton Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing.	69, Hertford-street, Coventry, Warwick.	24 Nov. -	15	515	100,000	10,000	4,718	10 - -	46,238 - -	325	Still in operation.
1,449	South Darren Mining Company (Limited).	Purchasing and working certain mines lately belonging to the Cum Sebon Mining Company (Limited).	8, Austin Friars, E.C. -	24 Nov. -	7	1,085	21,000	6,000	6,000	3 2 -	1,707 11 7	64	- ditto.
1,450	London and Continental Wine Company (Limited).	Purchasing and selling wines, &c.	Not stated - - -	26 Nov. -	7	130	50,000	50,000	130	No return	No return -	7	Not known.
1,451	International Co-operative Commercial Company (Limited).	Trading between the United Kingdom and the Continent.	15, Lever-street, Manchester.	27 Nov. -	7	37	10,000	10,000	37	- ditto -	- ditto -	7	No longer in operation.
1,452	Cleveland Fire-brick and Pottery Company (Limited).	Manufacturing and selling fire-bricks, drain-pipes, &c.	Commondale, Guisbrough, Yorkshire.	27 Nov. -	7	601	15,000	1,500	1,450	10 - -	14,500 - -	7	Still in operation.
1,453	Commercial Investment, Advance, and Discount Association (Limited).	Advancing money on freehold and other securities, and receiving deposits of money at interest.	18, Queen-street, City -	28 Nov. -	8	200	5,000	5,000	896	1 - -	575 - -	29	- ditto.
1,454	Shawforth Spinning, Manufacturing and Mining Company (Limited).	Cotton spinning and manufacturing, stone and slate quarrying, and farming.	Peel's Mills, Freeholds' Bottoms, Shawforth, Spotland, Lancashire.	29 Nov. -	8	126	60,000	6,000	2,960	7 10 -	11,411 17 -	1,088	Still in operation.
1,455	Ship Raising Company (Limited)	Raising sunken vessels, &c.	36, Cannon street, London.	29 Nov. -	8	200	50,000	10,000	200	No return	No return -	8	No longer in operation.
1,456	Nant-y-Mwyn Mining Company (Limited).	Working the Nant-y-Mwyn mines, in the county of Flint.	Nant, near Prestatyn, Meliden, Flint.	30 Nov. -	8	132	10,000	Special. 500 Gen. Shares 500	Special. 500 Gen. Shares. 465	3 10 -	498 10 -	25	Still in operation.
1,457	Duffryn Consols Lead Mining Company (Limited).	Purchasing and working the Costell mine, situate at Llanfihangel Croythen, Cardiganshire.	117, Bishopsgate-street Within, City.	1 Dec. -	7	1,008	12,000	6,000	1,008	No return	No return -	7	No longer in operation.
1,458	Oldham Newspaper and General Printing Company (Limited).	Printing and publishing a newspaper, and carrying on the business of printers and stationers.	Union-street, Oldham, Lancashire.	3 Dec. -	40	615	2,000	2,000	1,595	1 - -	1,548 - -	98	Still in operation.
1,459	Sowerby Bridge Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing.	16, Beach-terrace, Sowerby Bridge.	3 Dec. -	10	11	30,000	6,000	816	5 - -	3,344 3 6	276	- ditto.
1,460	Farsley Gas Consumers Company (Limited).	Supplying Farsley with gas -	Town-street, Farsley, Yorkshire.	3 Dec. -	9	465	6,000	6,000	2,797	1 - -	2,646 3 -	337	Dissolved.
1,461	Natal Land and Colonisation Company (Limited).	Buying and selling land, lending money, and generally the doing all things necessary for improving and colonising Natal.	41, Threadneedle-street, City.	4 Dec. -	7	700	225,000	22,500	13,496 8,500	10 - - 5 - -	42,220 - -	199	Still in operation.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1860:			£.			£. s. d.	£. s. d.		
1,462	Huddersfield District Clothing and Provision Company (Limited).	Carrying on the trade of general dealers, for co-operative and social purposes.	Seed Hill, Huddersfield, York.	7 Dec.	8	40	10,000	1,000	242	10 – –	2,314 15 3	62	Still in operation.
1,463	Liverpool Hotel Company (Limited).	Erecting an hotel and concert hall and carrying on the business of hotel and tavern keepers therein.	Not stated	7 Dec.	7	31	200,000	20,000	31	No return	No return	7	ditto.
1,464	Respryn Copper Mining Company (Limited).	Leasing and working a certain mine in Cornwall, known as the Respryn Copper Mine.	5, Cannon-street, East, City.	8 Dec.	7	700	25,000	25,000	700	ditto	ditto	7	No longer in operation.
1,465	London and Provincial Turkish Bath Company (Limited).	Establishing Turkish baths in London, Westminster, and elsewhere within the United Kingdom.	76, Jermyn-street, St. James's.	10 Dec.	8	495	100,000	20,000	3,140	5 – –	15,374 10 –	52	Still in operation.
1,466	New Cornish Lead and Copper Mining Company (Limited).	Carrying on mining and smelting operations in Cornwall or elsewhere in England and Wales.	39, Waterloo-street, Birmingham.	10 Dec.	9	2,500	12,000	12,000	8,001 3,999	1 – – – 10 –	8,955 10 –	96	ditto.
1,467	North Carrock Mining Company (Limited).	Working certain mines in the parish of Caldbeck, in the county of Cumberland.	7, Tokenhouse-yard, Lothbury.	12 Dec.	7	280	20,000	4,000	280	No return	No return	7	ditto.
1,468	Brighton Hotel Company (Limited).	Carrying on the business of hotel and tavern keepers at Brighton.	36, Cannon-street	13 Dec.	7	350	75,000	15,000	6,502	2 – –	10,385 10 –	128	ditto.
1,469	Kinver Gas Company (Limited)	Supplying gas to such places as the company may from time to time determine.	Not stated	13 Dec.	14	134	2,000	400	400	5 – –	2,000 – –	60	ditto.
1,470	Linden Lead Mining and Smelting Company (Limited).	Carrying on the business of a mining and smelting company in Iowa County, Wisconsin, U.S.	32, Great St. Helen's, Bishopsgate-street, Within, City.	14 Dec.	7	105	16,000	3,200	105	No return	No return	7	Not known.
1,471	Skegby Colliery Company (Limited).	To carry on mining and smelting operations at Sutton in the county of Nottingham and elsewhere.	3, Gresham Chambers, Market-place, Nottingham.	14 Dec.	8	560	60,000	60,000	560	ditto	ditto	8	No longer in operation.
1,472	Tregurtha Downs Mining Company (Limited).	Mining in the parish of St. Hilary, in the county of Cornwall.	85, Gresham-house, Old Broad-street, City.	17 Dec.	7	7	30,000	6,000	7	ditto	ditto	7	Wound up.
1,473	Hereford Ladies College Company (Limited).	Establishing schools for the instruction and education of females.	Widemarsh-street, Hereford.	18 Dec.	7	10	1,200	60	60	20 – –	1,200 – –	10	Still in operation.
1,474	Commercial Discount Company (Limited).	Discounting bills, and advancing and receiving money upon securities and deposits.	47, Moorgate-street	18 Dec.	7	472	125,000	25,000	1,018	2 – –	2,036 – –	58	ditto.
1,475	Redbourn Gas Company	Supplying Redbourn and its vicinity with gas.	High-street, Redbourn, Hereford.	19 Dec.	33	610	1,120	1,120	1,120	1 – –	1,120 – –	51	ditto.
1,476	East India and London Shipping Company (Limited).	To purchase vessels, and to run them between England and the East Indies or elsewhere.	9, Mincing-lane, London	19 Dec.	7	38	300,000	30,000	28,009	10 – –	270,700 – –	105	ditto.
1,477	British Reversionary and Investment Company (Limited).	Purchasing reversions, receiving money on deposit, lending money, and discounting bills.	22, Moorgate-street, Bank.	20 Dec.	8	155	50,000	5,000	75 1,270	10 – – 5 – –	7,100 – –	32	ditto.
1,478	Piercy Manufacturing Company (Limited).	Cotton spinning and manufacturing, and mining, and farming.	Piercy, near Newchurch, Rossendale, Lancashire.	20 Dec.	13	191	50,000	5,000	1,326	10 – –	11,164 18 6	344	ditto.

1,479	Bonelli's Electric Telegraph Company.	Purchasing and working certain patent inventions for improvements in electric conductors and apparatus for transmitting telegraphic despatches.	2A Victoria-street, Manchester.	21 Dec. -	7	190	25,000	250	100 150	25 - - 100 - -	2,500 - -	29	- ditto.
1,480	Metropolitan Central Hotel Company (Limited).	Purchasing land and erecting an hotel between the churches of St. Clement Danes and St. Mary-le-Strand, in the city of Westminster.	74, Old Broad-street, City.	21 Dec. -	9	310	600,000	120,000	310	No return	No return -	9	- ditto.
1,481	Kingswinford and District Market Company (Limited).	Building a general market at or near Kingswinford, in the county of Stafford.	The Town's End, Kingswinford, Stafford.	22 Dec. -	7	11	1,000	200	101	5 - -	505 - -	35	- ditto.
1,482	Barnstaple Baths and Washhouses Company (Limited).	Providing baths and washing appliances for the use of the public.	Not stated - - -	22 Dec. -	7	35	1,000	200	196	5 - -	972 - -	94	No longer in operation.
1,483	Plough Hotel Company Cheltenham (Limited).	To purchase the Plough Hotel at Cheltenham, and to carry on the business of hotel keepers.	Plough Hotel, High-street, Cheltenham.	24 Dec. -	10	305	33,000	3,300	2,100	10 - -	21,000 - -	86	Still in operation.
1,484	Crawshaw Booth Cotton Manufacturing Company (Limited)	Cotton spinning and manufacturing, mining and farming.	Office of Britannia Mill, Crawshaw Booth, Lancashire.	24 Dec. -	7	297	50,000	10,000	3,274	5 - -	15,328 19 -	489	- ditto.
1,485	Hargreaves-street Manufacturing Company (Limited).	Cotton spinning and cloth manufacturing.	Office of the Mill, Hargreaves-street, Haslington, Lancashire.	24 Dec. -	7	31	10,000	1,000	470	10 - -	4,651 4 6	163	- ditto.
1,486	Ilfracombe Joint Stock Land and Investment Company (Limited).	Acquiring and improving land and disposing of same, and granting loans upon mortgage.	18, High-street, Ilfracombe, Devon.	26 Dec. -	12	80	8,000	80	80	55 - -	4,400 - -	11	- ditto.
1,487	Millgate and Facit Cotton Spinning Manufactory and Mining Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Facit, near Rochdale, Lancashire.	26 Dec. -	7	77	60,000	6,000	2,583	9 5 -	13,732 9 3	863	- ditto.
1,488	Doncaster Industrial Corn, Flour, Grocery, and Provision Company (Limited).	Supplying its shareholders with flour, meal, and provisions in a pure and unadulterated state.	9, Printing-Office-street, Doncaster.	28 Dec. -	14	42	4,000	4,000	485	1 - -	485 - -	125	- ditto.
1,489	Anglesea Copper Mining Copper Company (Limited).	Working certain copper and lead mines in the parish of Llanrhyddladd, in the county of Anglesea.	Cefu du Bach Llanrhyddladd, near Holyhead.	29 Dec. -	7	350	10,000	10,000	8,750	1 - -	8,750 - -	8	- ditto.
1,490	London and County Building Land, Advance and Investment Company (Limited). Now called, The London and County Land and Building Company (Limited).	The carrying on the business of a building, land advance and investment company in all its branches.	14, Clement's-lane, City	29 Dec. -	7	210	200,000	20,000	15,980	1 - -	15,930 - -	104	- ditto.
				1861:									
1,491	Nant Coal Company (Limited)	Mining for coal, ironstone, and other minerals in the district of Trydden, in the county of Flint.	The collieries Bistrea, near Mold, Flintshire.	1 Jan. -	7	159	39,000	3,900	2,968 251	10 - - 2 - -	29,573 - -	120	- ditto.
1,492	Ashford Corn Exchange Company (Limited).	Erecting a building to be used as a corn, hop, seed, and wool market.	Corn Exchange, Elwick-road, Ashford, Kent.	2 Jan. -	7	45	4,100	410	410	10 - -	4,100 - -	79	- ditto.
1,493	London, Southampton, and Continental Wine Company (Limited).	Purchasing and selling foreign wines and fruits.	70, Cheapside, City.	2 Jan. -	9	152	50,000	50,000	152	No return	No return -	9	No longer in operation.
1,494	Middleton and Tonge Brick and Tile Company (Limited).	Manufacturing, purchasing, and selling bricks, tiles, &c.	Tonge-lane, Tonge, Lancashire.	4 Jan. -	8	60	2,000	400	100	5 - -	500 - -	9	Still in operation.
1,495	Aberdare Patent Steam Fuel Company (Limited).	To purchase and carry on the business of manufacturing patent or compressed fuel, hitherto carried on by Messrs Gamman, Son & Carter, at Ratcliffe and Aberdare.	3, White Lion-court, Cornhill, City.	7 Jan. -	9	182	20,000	400	182	50 - -	9,100 - -	9	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received,	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£			£. s. d.	£. s. d.		
1,496	Kidderminster Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Pitt's-lane, Kidderminster, Worcestershire.	8 Jan.	14	710	50,000	5,000	Not stated	10 – –	25,418 – –	173	Still in operation.
1,497	Ramsbottom Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Stubbins, Ramsbottom, near Manchester.	10 Jan.	10	72	60,000	12,000	3,634	5 – –	16,874 15 –	740	- ditto.
1,498	Adriondac Lands and Railway Company (Limited).	Purchasing and holding shares in the Adriondac Estate and Railway Company, and so perfecting the acquisition of the indefeasible beneficial estate in certain property in the State of New York.	9, Broad-street-buildings, E.C.	10 Jan.	9	1,070	160,000	7,000	3,811A	10 – –	38,110 – –	48	- ditto.
1,499	Dolgoch Lead and Copper Mining Company (Limited).	Purchasing and working mines, known as the Dolgoch Mines, in the county of Cardigan.	Not stated	12 Jan.	7	1,000	10,000	1,000	1,000	No return	No return	7	Not known.
1,500	London and Provincial Agricultural Company (Limited).	Working a patent for improving preparation of food for cattle and horses.	40, Mark-lane, City	12 Jan.	7	82	100,000	100,000	82	- ditto -	- ditto -	7	- ditto.
1,501	Skircoat Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Salterhebble, Skircoat	12 Jan.	8	145	30,000	3,000	1,585	10 – –	15,300 – –	165	Still in operation.
1,502	National Ventilation Company (Limited).	Purchasing and working certain patents for improvements in ventilation.	7, Skinners'-place, Size-lane, E.C.	12 Jan.	7	430	100,000	100,000	430	No return	No return	7	Dissolved.
1,503	Reigate Public Hall Company (Limited).	Erecting a public hall and other buildings at Reigate.	High-street, Reigate, Surrey.	14 Jan.	11	210	5,000	1,000	853	5 – –	4,265 – –	90	Still in operation.
1,504	Cambrian Iron Foundry Company (Limited).	To purchase and carry on the business of the Cambrian Iron Foundry at Aberystwith.	2, Copthall-buildings, London.	16 Jan.	8	127	5,000	500	180	10 – –	1,800 – –	11	Wound up.
1,505	Pantypden Mining Company (Limited).	Mining for lead and copper at Pantypden, in the parish of Holywell, Flintshire.	3, Temple-row, Wrexham.	16 Jan.	7	536	10,000	1,000	1,000	2 12 6	2,523 3 10	25	Still in existence.
1,506	Ross Corn Exchange and Public Building Company (Limited).	Providing and maintaining in the town of Ross a building suitable for a Corn Exchange, &c.	Bank Chambers, St. Mary-street, Ross, Herefordshire.	16 Jan.	19	380	2,500	1,000	1,000	– 5 –	250 – –	135	- ditto.
1,507	Bank of England Street Rail Company (Limited).	Laying down rails along the Southgate-road and the streets north of the Bank of England.	18, Great George-street, Westminster.	16 Jan.	15	190	10,000	200	190	No return	No return	15	No longer in existence
1,508	Marble Arch Street Rail Company (Limited).	Laying down street rails for the conveyance of passengers along Oxford-street and the Uxbridge-road to the Marble Arch.	10, Unity-buildings, Cannon-street.	-	13	200	10,000	200	200	- ditto -	- ditto -	13	- ditto.
1,509	Milverton Gaslight and Coke Company (Limited).	Supplying Milverton and its neighbourhood with gas and coke.	Milverton, Somerset	18 Jan.	16	118	2,000	200	184	10 – –	1,840 – –	29	Still in operation.

1,510	Association for total prevention of smoke, and effecting economy in generating and using steam (Limited).	Purchasing and working certain patents for improvements in furnaces for promoting the combustion of fuel without smoke, &c.	Not stated - - -	18 Jan. -	7	1,250	10,000	5,000	1,250	No return	No return -	7	No longer in operation.
1,511	Clitheroe Commercial Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Moor-lane, Clitheroe -	19 Jan. -	7	46	20,000	4,000	1,885	5 - -	9,202 2 6	444	Still in operation.
1,512	Bury Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	4, Market-street, Bury, Lancashire.	21 Jan. -	9	86	60,000	1,200	547	10 - -	19,955 - -	109	- ditto.
1,513	United Kingdom Carburating Gas Company (Limited).	Purchasing and working certain letters patent for improvements in gas lighting, by means of direct carburators.	1, Cannon-row, Westminster.	21 Jan. -	7	2,995	60,000	3,000	3,000	20 - -	60,000 - -	11	- ditto.
1,514	Bury Brewery Company (Limited).	To purchase and carry on the brewery business of Messrs. Barlow and Edmondson, of Bury.	George - street, Bury, Lancashire.	23 Jan. -	7	130	12,500	1,250	944	8 - -	7,741 5 -	72	- ditto.
1,515	Bury Co-operative Brewing and Distilling Company (Limited).	Wholesale brewers, maltsters, distillers, and spirit merchants.	Rochdale-road, Bury, Lancashire.	23 Jan. -	9	89	20,000	4,000	2,002	5 - -	9,039 15 -	230	- ditto.
1,516	Newton Moor Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Victoria, Newton Wood, Dukinfield.	23 Jan. -	16	99	60,000	1,200	683	50 - -	33,578 10 -	177	- ditto.
1,517	Elland, West Vale, and Greetland Gas and Coke Company (Limited).	Supplying Elland-cum-Greetland, in the county of York, with gas.	Not stated - - -	23 Jan. -	7	153	6,000	600	153	No return	No return -	7	No longer in operation.
1,518	Llandovery Gas Company (Limited).	Supplying Llandovery with gas -	23, Stone-street, Landovery.	23 Jan. -	7	70	2,000	400	254	1 10 -	216 10 -	46	Still in operation.
1,519	Burmah Company (Limited) -	Carrying on the business of general and commission merchants, &c., dealing in land and other property, and advancing money on securities in the East Indies or other parts of the globe.	21, Threadneedle-street, City.	24 Jan. -	11	242	16,800	420	410	40 - -	16,400 - -	12	- ditto.
1,520	United Volunteer Service Club and General Hotel Company (Limited).	Erecting buildings for the purpose of a club and hotel, &c., for the accommodation of the Volunteer Service and general public.	17, Parliament - street, Westminster.	24 Jan. -	8	135	10,000	5,000	135	No return	No return -	8	No longer in operation.
1,521	Castleton Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, working collieries, and slate quarries, and farming.	Waggon and Horses Inn, Brimrod - lane End, Castleton, Rochdale.	24 Jan. -	9	39	40,000	4,000	4,000	5 5 -	33,894 15 -	960	Still in operation.
1,522	English and Continental Traction Engine Company (Limited).	Purchasing Messrs. Longstaff & Pullan's patent traction engines, and the right of working, selling, and letting on hire of the same.	2, Broad - street-buildings, London.	24 Jan. -	7	111	10,000	1,000	111	No return	No return -	7	No longer in operation.
1,523	Mottram St. Andrew Mining Company (Limited).	Working mines at Mottram, St. Andrew, in the county of Chester.	2, Exchange-street, Macclesfield, Chester.	24 Jan. -	7	600	15,000	15,000	Orig. 1,000 Pref. 500	10 - - 6 - -	12,970 - -	34	Still in operation.
1,524	Silver Rake Mining Company (Limited).	Purchasing and working the "Silver Rake," and other mines in the county of Flint.	Not stated - - -	25 Jan. -	7	46	2,000	100	46	No return	No return -	7	Not known.
1,525	West Bryngwiog Mining Company (Limited).	Purchasing and working the "West Bryngwiog," and other mines in the county of Flint.	Ditto - - -	25 Jan. -	7	24	2,000	100	24	ditto -	ditto - -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,526	Great Kanawha Company (Limited).	To purchase and develope, and turn to profitable account by any lawful means, the Great Kanawha Estate, in the State of Virginia, United States.	113, Fenchurch-street, City.	25 Jan. -	7	1,150	200,000	40,000	1,150	No return	No return -	7	Not known.
1,527	Glan-y-Pwll Slate and Slab Company (Limited).	Purchasing and working the Glan-y-Pwll Slate Quarry, in the parish of Festiniog, Merionethshire.	15, Finsbury-place, E.C.	28 Jan. -	7	240	30,000	6,000	5,330	3 10 -	18,048 10 -	85	Still in operation.
1,528	Idle and Eccleshill Coal Company (Limited).	Purchasing and working beds or seams of coal and clay in Idle and Eccleshill, in the county of York.	Not stated - - -	29 Jan. -	7	10	2,000	10	10	No return	No return -	7	Not known.
1,529	Roman Bath Company (Limited)	Constructing and supplying hot air and other baths in the United Kingdom.	Jesus-lane, Cambridge -	29 Jan. -	7	256	30,000	30,000	4,166	1 - -	4,154 - -	94	Still in operation.
1,530	Stoneholme Cotton Spinning and Manufacturing Company, Crawshaw Booth (Limited).	Cotton spinning and manufacturing, working collieries, stone and slate quarries, and farming.	House of Mr. W. Clarke (painter), Crawshaw Booth, Lancashire.	30 Jan. -	9	53	100,000	20,000	2,721	5 - -	12,329 11 6	685	- ditto.
1,531	Novara and Lake Orta Railway Company (Limited).	Constructing and working a railway from Novarra to Alzo, on the Lake of Orta, Piedmont.	31, Parliament street, Westminster.	30 Jan. -	8	200	200,000	20,000	13,250	10 - -	132,500 - -	58	- ditto.
1,532	North Nant-y-Mwyn Lead Mining Company (Limited).	Purchasing and working the North Nant-y-Mwyn Mine, situate at Cil-y-cum, in the county of Carmarthen.	23, Moorgate-street, London.	31 Jan. -	9	5,000	2,500	5,000	5,000	- 8 -	1,820 - -	70	- ditto.
1,533	Huddersfield District Manufacturing Company (Limited).	Cotton spinning and manufacturing	Pack Horse-yard, Huddersfield.	2 Feb. -	7	43	10,000	10,000	1,759	{ 6 *d.* per month }	300 18 6	339	Wound up.
1,534	Oriental Bath Company of Liverpool (Limited).	Constructing public baths - -	113, Mulberry-street, Liverpool.	2 Feb. -	7	120	10,000	1,000	120	No return	No return -	7	Still in operation.
1,535	Barrowford Co-operative Manufacturing Company (Limited).	Cotton spinning and manufacturing	Not stated - - -	4 Feb. -	8	24	10,000	2,000	186	1 10 -	322 - -	26	- ditto.
1,536	Bendigo North Redan Gold Quartz Mining and Crushing Company (Limited).	Mining and raising auriferous quartz, and crushing and extracting the gold therefrom.	Not stated - - -	5 Feb. -	7	7	15,000	15,000	7	No return	No return -	7	Not known.
1,537	Ashcroft, Anglesea, Copper Mining Company (Limited).	Mining for copper and other ores and minerals.	2, Boston-street, Holyhead	6 Feb. -	7	180	12,000	500	180	No return	No return -	7	- ditto.
1,538	Accrington Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, working collieries, stone and slate quarries, and farming.	Session Rooms, Manchester-road, Accrington.	7 Feb. -	12	71	30,000	3,000	2,064	9 - -	17,058 - -	576	Still in operation.
1,539	Street Rail Company (Limited)	Laying down street rails in or near the metropolis, and other cities and towns in the United Kingdom, and running omnibuses and other carriages thereon.	18, Great George-street, Westminster.	7 Feb. -	7	15,060	300,000	30,000	15,060	No return	No return -	7	No longer in operation.
1,540	West of England Lead Smelting Company (Limited).	Mining in the parish of St. Cuthbert, Wells, in the county of Somerset.	43, Moorgate-street, City	8 Feb. -	7	400	40,000	400	400	- ditto -	- ditto - -	7	- ditto.

1,541	Colden Cotton and Commercial Company (Limited).	Cotton spinning and manufacturing, and carrying on any trade or business in connection therewith.	Jack Bridge, near Hebden Bridge, Yorkshire.	9 Feb. -	11	113	30,000	3,000	817	10 - -	7,603 15 -	272	Still in operation.
1,542	Great Ancoats Flax and Hemp Spinning Company (Limited).	Manufacturing cords, twine, and other similar articles from flax, hemp, and other fibrous materials	Manchester - - -	9 Feb. -	8	508	60,000	600	508	19 10 -	9,906 - -	9	- ditto.
1,543	Coorg Coffee Company (Limited)	Cultivating coffee on the Hills of Merearra, in the district of Coorg, Madras.	8, Leadenhall-street, City	11 Feb. -	9	111	35,000	350	350	60 - -	21,000 - -	39	- ditto.
1,544	Heywood Equitable Manufacturing Company (Limited).	Cotton spinning and manufacturing	128, Manchester-street, Heywood, Lancashire.	11 Feb. -	7	90	10,000	1,000	119	10 - -	1,190 - -	10	- ditto.
1,545	Pentreguinea (Couillard's Patent) Fuel Company (Limited).	Manufacturing artificial fuel under Couillard's Patent.	Swansea - - -	11 Feb. -	7	135	12,000	240	240	50 - -	10,750 - -	10	Wound up
1,546	Westhoughton Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing	Cow Lee-lane, Westhoughton.	11 Feb. -	10	195	50,000	5,000	3,493	10 - -	34,144 10 -	413	Still in operation.
1,547	Public Hot Water Fountains Company (Limited).	Working certain patent for warming or cooling water, &c. and erecting hot water fountains throughout the United Kingdom.	Cow Lee-lane, Westhoughton.	13 Feb. -	7	81	2,000	2,000	81	No return	No return -	7	Not known.
1,548	Nonpareil Oil Company (Limited).	Buying, selling, and manufacturing oil.	11, Laurence Pountney-lane.	15 Feb. -	7	27	5,000	500	357	10 - -	3,570 - -	8	Wound up.
1,549	Greave Company (Limited) -	Cotton spinning and manufacturing, mining, farming, and cotton growing.	Greave, near Bacup, Lancashire.	16 Feb. -	9	38	30,000	1,200	400	25 - -	4,040 2 3	260	Still in operation.
1,550	Albert Mill Company, Scholes, (Limited).	To erect a mill to be used as a manufactory of worsted, woollen, cotton, or cards.	Scholes, Birstal, Yorkshire.	19 Feb. -	7	15	10,000	400	39½	6 10 -	258 - -	39½	- ditto.
1,551	Criceeth Slate Company (Limited)	Working slate quarries in the parish of Criceeth, in the county of Carnarvon.	150, Leadenhall-street -	21 Feb. -	7	7	30,000	10,000	5,533	2 10 -	12,666 6 10	152	- ditto.
1,552	Whitworth Manufacturing Company (Limited).	Cotton spinning and manufacturing, working collieries and slate quarries, farming and cotton growing.	Whitworth, Lancashire -	22 Feb. -	9	40	60,000	12,000	2,608	4 17 6	7,180 5 -	770	- ditto.
1,553	Smith's Wood, Tin and Copper Mining Company (Limited).	Working a certain mine, called the Smith's Wood Tin and Copper Mine, at Ilsington, Devon.	Abchurch Chambers, Abchurch-lane.	25 Feb. -	7	4,867	12,000	6,000	6,000	2 - -	11,865 - -	112	- ditto.
1,554	London and Home Counties Discount and Advance Company (Limited).	Discounting bills and lending money	14, Clement's-lane, Lombard-street.	25 Feb. -	7	250	25,000	5,000	250	No return	No return -	7	- ditto.
1,555	Craig Vale Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing	Mytholroyd, near Powerby	25 Feb. -	8	63	20,000	4,000	615	2 s. fortnightly.	2,658 4 6	164	- ditto.
1,556	Heckington Gas Company (Limited).	Supplying Heckington, in the county of Lincoln, with gas.	Mr. Snow's Offices, New Sleaford, Lincolnshire.	26 Feb. -	14	82	2,000	200	175	10 - -	1,750 - -	22	- ditto.
1,557	Devon Great Wheal Ellen Tin and Copper Mining Company (Limited).	Acquiring and working the Lower Bowdley Estate Mines in the county of Devon, and smelting and reducing the ores obtained from the mine.	Not stated - - -	27 Feb. -	13	137	10,000	5,000	137	No return	No return -	13	No longer in operation.
1,558	Billins Lead Mining Company (Limited).	Acquiring and working a certain mine called Billins, at Halkyn, in the county of Flint.	2, Crown-court, Old Broad-street, London.	28 Feb. -	7	200	60,000	200	200	- ditto -	- ditto -	7	- ditto.
1,559	Dover Hotel Company (Limited)	Carrying on the business of hotel keepers at Dover.	Royal Ship Hotel, Dover	4 Mar. -	7	400	60,000	12,000	3,738	5 - -	18,690 - -	72	Still in operation.
1,560	Imperial Silver, Lead, Copper, and Blende Mining Company (Limited).	Acquiring and working mines in the county of Merioneth.	Newton Abbott, Devon -	5 Mar. -	7	7	4,000	40	7	No return	No return -	7	No longer in operation.
1,561	Dukinfield Brick and Tile Manufacturing Company (Limited).	Manufacturing bricks and tiles by patent machinery.	110, Grosvenor-street, Staley Bridge, Cheshire.	5 Mar. -	7	10	5,000	1,000	132 459	5 - - 4 - -	2,496 - -	49	Still in operation.
1,562	Spring Gardens Cotton Mill Company (Limited).	Cotton spinning and manufacturing	Spring Gardens Mill, Greensnock, near Bacup, Lancashire.	6 Mar. -	7	22	8,000	160	100	50 - -	5,000 - -	44	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont.d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,563	South Wales Traction Company (Limited).	Conveying goods and passengers on turnpike and other modes of traction.	3, Hanover-square, Middlesex.	6 March	7	54	7,000	7,000	54	No return	No return -	7	No longer in operation.
1,564	Rochdale Co-operative Land and Building Company (Limited).	Buying, building, and selling houses, workshops, mills, and other kinds of property.	8, Load-lane, Rochdale -	6 March	9	94	25,000	25,000	1,777	- 12 6	1,182 12 8	147	Still in operation.
1,565	West End Music Hall Company (Limited).	Erecting a music hall, and carrying on the business of licensed victuallers, &c.	27, Poland-street, Oxford-street.	7 March	7	35	40,000	20,000	35	No return	No return -	7	No longer in operation.
1,566	Bolton Property and Investment Company (Limited).	Acquiring freehold and other property, and letting and selling same.	6, Bowker's-row, Bolton	7 March	7	220	10,000	2,000	Not stated.	2 2 6	4,250 - -	42	Still in operation.
1,567	Victoria Steam Brick and Tile Company (Limited).	Making bricks, tiles, and pipes for draining.	Kingsthorpe road, Northampton.	11 March	7	85	1,856	232	232	8 - -	1,856 - -	18	- ditto.
1,568	Tees Side Lead Mining Company (Limited).	Acquiring and working the Tees Side Mine, situate at Alston, in the county of Cumberland.	1, Winchester House, Old Broad-street.	12 March	7	1,059	4,000	4,000	1,059	No return	No return -	7	Not known.
1,569	Purified Fuel Company (Limited)	Manufacturing artificial coal fuel (Warlich's patent).	16, George-street, Mansion House.	12 March	7	408	50,000	2,500	1,329	20 - -	26,580 - -	16	Still in operation.
1,570	Derdale Cotton and Commercial Company (Limited).	Cotton growing, spinning, and manufacturing; timber sawing, mining, and farming.	North-street, Todmorden, Lancashire.	12 March	11	840	70,000	7,000	1,477	10 - -	9,131 2 1	543	- ditto.
1,571	Lanharry Hematite Iron Ore Company (Limited).	Acquiring and working iron and coal mines at Lanharry, Glamorganshire.	113, Fenchurch-street, City.	12 March	7	130	70,000	7,000	130	No return	No return -	7	Dissolved.
1,572	Reading Land and Building Company (Limited).	Building dwelling-houses, and letting or selling same.	5, Market-place, Reading	13 March	12	81	25,000	250	224	20 - -	4,385 - -	37	Still in operation.
1,573	Taunton Loan Discount and Deposit Company (Limited).	Advancing money on security, and receiving money on deposit.	28, East street, Taunton	13 March	7	95	10,000	10,000	Not stated.	1 - -	789 10 -	47	- ditto.
1,574	Wardle Manufacturing Company (Limited).	Manufacturing flannel and other woollen or mixed cloths, and spinning and manufacturing cotton.	Wardle, near Rochdale -	14 March	9	31	20,000	4,000	325	3 5 -	441 5 -	97	Dissolved.
1,575	Taranaki Steel Iron Company (Limited).	Mining for iron, sand, or ore in New Zealand, and manufacturing same into marketable iron or steel.	3, Delahay-street, Westminster.	14 March	10	33,530	150,000	150,000	33,530	No return	No return -	10	- ditto.
1,576	Sydenham Hotel Company (Limited).	Purchasing the Longton Hotel at Sydenham, and carrying on the business of hotel keepers.	5, Lothbury - -	15 March	7	370	12,000	1,200	710	10 - -	7,100 - -	19	Still in operation.
1,577	Staines Corn Exchange Building Company (Limited).	Erecting a corn exchange at Staines	Staines, Middlesex -	16 March	9	43	2,500	250	43	No return	No return -	9	No longer in operation.
1,578	Radcliffe and Pilkington Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing	The Mill, Park-lane, Pilkington, Lancashire.	18 March	9	305	20,000	20,000	2,440	1 - -	2,344 9 -	141	- ditto.

1,579	Great Harwood Butts Spinning Company (Limited).	Cotton spinning and manufacturing, and dealing in all kinds of articles required for domestic purposes.	Delph-road, Great Harwood.	19 March	12	83	30,000	3,000	1,241	9 - -	9,146 10 -	316	Still in operation.
1,580	Mount Vernon Volunteer Parade Ground (Limited).	Acquiring land for the purpose of exercising grounds for the use of the volunteers of Liverpool.	16, Castle-street, Liverpool.	19 March	13	23	13,000	130	63	100 - -	5,800 - -	53	- ditto.
1,581	Hendre ddu Slate and Slab Quarry Company (Limited).	Working slate quarries at Hendre ddu, in the county of Carnarvon.	26, Lincoln's-inn-Fields -	19 March	7	495	50,000	2,500	2,500	15 - -	36,422 - -	60	- ditto.
1,582	Clapham Conveyance Company (Limited).	Conveying passengers from Clapham to the West of London by omnibuses.	Oxford House Terrace, Park-road, Clapham.	19 March	8	277	4,000	2,000	277	No return	No return -	8	Dissolved.
1,583	County and Borough Halls Guildford Company (Limited).	Erecting a public hall at Guildford	Public Hall, North-street, Guildford.	21 March	12	114	7,000	1,400	1,238	5 - -	5,940 - -	158	Still in operation.
1,584	North Wilts Herald, or Swindon, Cricklade, Highworth, and Wootton Bassett Courier Company (Limited).	Publishing a newspaper by this name.	Wood-street, Swindon Hills.	21 March	8	55	1,000	1,000	548	1 - -	505 - -	98	- ditto.
1,585	London and Burton Bottled Beer Company (Limited).	To acquire and carry on the business of bottle beer merchants at the Royal Eagle wharf, Rotherhithe.	2 and 3, Philpot-lane -	22 March	7	805	20,000	4,000	2,909	3 - -	9,227 - -	31	- ditto.
1,586	Tailors' Labour Agency Building Company (Limited).	To provide each of its shareholders with a house.	39, Bridgehouse-place, Newington Causeway.	25 March	10	40	7,500	300	248	5 - -	947 16 3	61	- ditto.
1,587	London, Tonbridge Wells, and Eastbourne direct Railway Company (Limited).	To make a direct railway from London, through Tonbridge Wells, to Eastbourne.	99, Gresham House, Old Broad-street.	26 March	7	7	2,500	500	7	No return	No return -	7	No longer in operation.
1,588	Colne Co-operative Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing.	Windy Bank, Colne, Lancashire.	26 March	8	79	10,000	2,000	564	5 - -	2,676 9 1	208	Still in operation.
1,589	Parlour Journal Company (Limited).	Printing and publishing a weekly publication, called the "Parlour Journal."	8, Bridge-street, Blackfriars.	26 March	7	27	10,000	10,000	27	No return	No return -	7	- ditto.
1,590	Old Hall Earthenware Company (Limited).	The manufacture of earthenware -	Hanley, Staffordshire -	27 March	7	235	23,500	235	235	100 - -	22,640 8 4½	11	- ditto.
1,591	Haslingden Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Blackburn-road, Haslingden.	27 March	9	38	50,000	10,000	1,848	5 - -	8,151 17 6	463	- ditto.
1,592	Mersey Soap Company (Limited)	Soap making - - - - -	1, Church-lane, Liverpool.	27 March	8	90	10,000	1,000	90	No return	No return -	8	No longer in operation.
1,593	Patent Tubular Filter Company (Limited).	Purchasing and working a certain patent invention for purifying water, &c.	Not stated - - -	27 March	7	7	50,000	10,000	610	- ditto -	- ditto -	7	- ditto.
1,594	Borlase Consols Tin Mining Company (Limited).	Mining - - - - - -	28, Moorgate-street, City	28 March	7	610	10,000	10,000	610	- ditto -	- ditto -	7	- ditto.
1,595	Hebden Bridge Cotton and Commercial Company (Limited).	Cotton spinning and manufacturing.	Hebden Bridge Lanes, Yorkshire.	28 March	9	76	50,000	5,000	1,579	6 10 -	9,333 3 -	690	Still in operation.
1,596	Pwll Roman Copper and Lead Mining Company (Limited).	Mining in the parish of Llanenfelyne, in the county of Cardigan, and elsewhere.	Mining Offices, Corn Exchange, Leeds.	30 March	10	1,050	10,000	10,000	4,000	1 - -	3,975 - -	30	Wound up.
1,597	Gefle Gas Company (Limited) -	Supplying the town of Gefle, in Sweden, with gas.	35, Coleman-street -	30 March	7	11	15,000	1,500	1,219	10 - -	12,190 - -	11	Still in operation.
1,598	Sutton in-Ashfield Co-operative Manufacturing Company (Limited).	Buying and selling, and manufacturing hosiery and other goods.	Sutton in Ashfield, Nottinghamshire.	30 March	9	27	2,000	1,000	178	1 - -	66 - -	120	- ditto.
1,599	Patent Screwed Boot and Shoe Company (Limited).	Manufacturing boots and shoes by a patent process.	Gresham House, Old Broad-street.	30 March	7	140	40,000	8,000	140	No return	No return -	7	Wound up.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,600	Bury and Radcliffe Loan and Discount Company (Limited).	Lending money and discounting bills.	14, Union-square, Bury, Lancashire.	30 March	7	33	10,000	2,000	450	Not stated	1,659 5 –	42	Still in operation.
1,601	Shive and General Turning Company (Limited).	Manufacturing shives, spiles, and other articles.	23, Richards-terrace, Lorrimore-road, Kennington, Surrey.	4 April -	7	100	500	100	100	No return	No return -	7	Dissolved.
1,602	Blandford Gas and Coke Company (Limited).	Supplying the town of Blandford Forum, Dorset, with gas.	Damary-lane, Blandford -	8 April -	30	257	3,660	366	366	10 – –	3,660 – –	36	Still in operation.
1,603	Pentre Lygan Lead Mining Company (Limited).	Purchasing and working the Pentre Lygan Mine, situate in the parish of Halkyer, Flintshire.	35, Moorgate-street, City	9 April -	12	200	6,000	200	200	No return	No return -	12	- ditto.
1,604	Dolcoath United Company (Limited).	Purchasing and working the Dolcoath United Mine at Camborne, in Cornwall.	Not stated - - -	9 April -	8	409	10,000	2,000	409	- ditto -	- ditto -	8	No longer in operation.
1,605	Bradford Cotton Spinning Company (Limited).	Cotton spinning and manufacturing	8, Rawson-place, Bradford.	9 April -	14	97	10,000	2,000	{ 933 174	5 – – 4 5 –	} 5,402 10 –	171	Still in operation.
1,606	Nottingham Imperial Hall Company (Limited).	To provide a hall to be used for meetings of the various lodges of the Nottingham Imperial Union of Odd Fellows.	7, Melbourne - terrace, Melbourne-street, Nottingham.	10 April -	9	61	10,000	10,000	1,377	– 10 –	780 2 6	150	- ditto.
1,607	Leeds and Yorkshire Carpet Company (Limited).	Manufacturing carpets, rugs, &c. -	2, Park-row, Leeds -	10 April -	8	675	100,000	10,000	675	No return	No return -	8	No longer in operation.
1,608	Compressed Coal Company (Limited).	Manufacturing patent fuel - -	14 and 15, St. Swithin's-lane, City.	11 April -	7	70	100,000	50,000	70	- ditto -	- ditto -	7	Still in operation.
1,609	Wine Importers' Association (Limited).	Wine growers, and wholesale wine and spirit merchants.	15 and 16, Adam-street, Strand.	12 April -	7	140	40,000	8,000	460	1 10 –	2,240 – –	25	- ditto.
1,610	Patent Boiler and Engine Company (Limited).	To construct the steam generator, known as Scott's patent, and engines, and boilers generally.	Not stated - - -	12 April -	7	260	5,000	500	260	No return	No return -	7	No longer in operation.
1,611	Anglo Ionian Steam Navigation Company (Limited).	Steam navigation between the United Kingdom and places in the Mediterranean Sea.	27, Leadenhall-street, City	12 April -	7	510	50,000	5,000	3,353	10 – –	33,530 – –	57	Still in operation.
1,612	Rawtenstall and Hardrough Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	Hardrough, Edenfield, near Manchester.	12 April -	9	24	12,000	960	450	12 10 –	5,610 15 6	181	- ditto.
1,613	Dover Cottage Building and Improvement Society (Limited).	The erection and improvement of dwellings for the poor at Dover.	Castle Hill, Dover -	13 April -	7	102	15,000	3,000	227	5 – –	852 – –	18	- ditto.
1,614	Canadian Land and Emigration Company (Limited).	To purchase land in Canada, the encouragement of settlement thereon by loans of money, &c., to renters and others	84 and 85, Gresham-house, Old Broad-street.	15 April -	8	800	250,000	50,000	21,170	1 10 –	31,715 – –	212	- ditto.
1,615	Manchester Cotton Company (Limited).	The cultivation and importation of cotton.	Hartford Chambers, St. Ann's - square, Manchester.	17 April -	11	685	1,000,000	100,000	6,952	8 – –	54,178 – –	262	- ditto.
1,616	Arbesan and St. Francisco Colliery Company (Limited).	Working coal mines in Arbesan, in Austria.	Winchester House, Old Broad-street.	17 April -	7	135	50,000	50,000	135	No return	No return -	7	- ditto.

1,617	Budleigh, Salterton, Public Room Company (Limited).	To erect a room for holding public meetings, &c., at Budleigh, Salterton, Devon.	Not stated - - -	18 April -	7	23	825	165	165	5 - -	825 - -	14	Still in operation.
1,618	Lincoln (St. Peter at Arches) Trade Association (Limited).	To enlarge and increase the Butter Market at St. Peter at Arches, Lincolnshire.	Mr. H. K. Hebbs, Silver-street, St. Peter at Arches, Lincolnshire.	18 April -	8	34	3,000	60	52	10 - -	520 - -	14	- ditto.
1,619	Blackburn Co-operative Cotton Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing, working collieries, stone and slate quarries, and farming.	7, King-street, Blackburn.	18 April -	11	75	60,000	12,000	1,340	5 - -	5,000 - -	296	- ditto.
1,620	Skidmore's Art Manufactures Company (Limited).	To purchase and carry on the business of Mr. F. A. Skidmore, of Coventry, for the manufacture of artistic articles.	Alma-street, Coventry, Warwickshire.	18 April -	7	751	20,000	1,000	751	20 - -	15,020 - -	7	- ditto.
1,621	Brynfelin Mining Company (Limited).	Mining for copper, lead, &c., at Beddgelert, in the county of Carnarvon.	Not stated - - -	19 April -	7	85	6,000	1,200	85	No return	No return -	7	No longer in operation.
1,622	Cardiff Baths Company (Limited)	To provide baths of various descriptions with refreshment rooms, &c.	1, Church-street, Cardiff.	19 April -	15	85	2,500	250	248	10 - -	2,470 - -	73	Still in operation.
1,623	Haslingden Commercial Company (Limited).	Cotton spinning and manufacturing, working collieries, &c., and farming.	Pag House, near Haslingden.	20 April -	14	30	60,000	6,900	577	10 - -	5,362 8 -	185	- ditto.
1,624	Dover Workman's Dwelling Improvement Society (Limited).	Building houses and cottages for the working classes at Dover.	The New Bridge, Dover -	20 April -	10	36	10,000	2,000	235	5 - -	1,161 - -	39	- ditto.
1,625	Ripponden and District Spinning Company (Limited).	Cotton spinning and manufacturing, working collieries, stone and slate quarries, and farming.	Temperance Hotel, Ripponden, Yorkshire.	20 April -	7	30	30,000	6,000	1,108	4 15 -	4,332 11 1	308	- ditto.
1,626	Scammonden Commercial Cotton Spinning Company (Limited).	Cotton spinning and manufacturing, working collieries, stone, and slate quarries, and farming.	Scammonden, Huddersfield.	22 April -	9	62	30,000	6,000	1,733	5 - -	6,950 2 6	419	- ditto.
1,627	Westminster Street Rail Company (Limited).	The laying down street rails or tramways in Victoria-street, and carrying passengers, &c., thereon.	18, Great George-street, Westminster.	22 April -	14	695	10,000	1,000	500 250	10 - -	1,875 - -	19	No longer in operation.
1,628	Economic Omnibus Company (Limited).	The conveyance of passengers and goods between places in the neighbourhood of London.	Not stated - - -	23 April -	8	495	50,000	25,000	495	No return	No return -	8	Not known.
1,629	Young's Patent Type Composing and Distributing Machines Company (Limited).	To purchase and work a certain patent for improvements in the setting up and distributing of types.	21, Bloomfield street, London Wall.	24 April -	7	660	16,000	1,600	1,348	10 - -	13,480 - -	28	Still in operation.
1,630	Stowe Iron Ore Company (Limited).	Working certain mines on the estate of Stowe Mine Churches, near Weedon.	30, Strand, W.C. - -	25 April -	7	561	14,801	2,400	743 457 1,200	12 - - 5 - - 3 - -	14,801 - -	13	- ditto.
1,631	Euphrates and Tigris Steam Navigation Company (Limited).	Steam navigation on the Rivers Euphrates and Tigris, the Persian Gulf, &c.	79, Great Tower street, City.	25 April -	10	78	25,000	500	300	50 - -	15,000 - -	11	- ditto.
1,632	Ballincollig Royal Gunpowder Mills Company (Limited).	Manufacturing gunpowder - -	57, South John-street, Liverpool.	26 April -	7	4,800	100,000	5,000	4,900	10 - -	49,000 - -	21	- ditto.
1,633	Picton Point Colliery Company (Limited).	Coal mining - - - - -	Not stated - - -	26 April -	7	60	3,000	60	60	No return	No return -	7	No longer in operation.
1,634	Audley Hall Co-operative Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing	2, Audley Hall, Blackburn.	26 April -	7	76½	7,000	700	390	10 - -	2,990 - -	70	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

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	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,635	Todmorden Town Hall Company (Limited).	To build a town hall, &c., at Todmorden.	Odd Fellow's-hall, Todmorden.	27 April -	9	585	20,000	4,000	1,603	3 10 -	5,058 5 -	69	Still in operation.
1,636	Liverpool and Manchester Tar and Turpentine Distillery and Patent Enamelled Cloth Company (Limited).	Making tar, turpentine, oil, &c., and manufacturing patent leather cloth, &c.	356, Strand, London -	27 April -	8	128	50,000	10,000	128	No return	No return -	8	No longer in operation.
1,637	Tees Woollen Company (Limited)	To manufacture Scotch tweeds and other woollen cloths.	Barnard Castle, Durham	29 April -	39	60	6,000	60	60	100 - -	6,000 - -	41	Still in operation.
1,638	Santiago Gas Company (Limited)	Supplying the town of Santiago, in Spain, with gas.	Not stated - - -	29 April -	8	60	20,000	2,000	60	No return	No return -	8	No longer in operation.
1,639	Billington and Whalley Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	Hartley's-buildings, Billington, Lancashire.	30 April -	12	88	12,000	1,200	351	8 5 -	2,944 - -	100	Still in operation.
1,640	South Minera Lead Mining Company (Limited).	Mining for copper, lead, &c., in the county of Denbigh.	4, King-street, Wrexham	30 April -	36	2,625	21,000	4,000	4,000	3 5 -	12,775 15 -	50	- ditto.
1,641	Union Advance Deposit and Discount Company (Limited), now called the Union Advance Company (Limited).	Lending money, receiving money on deposit, and discounting bills.	24, Bridge-street, Bristol	30 April -	7	100	20,000	2,000	1,000	2 - -	2,000 - -	30	- ditto.
1,642	Bacup Brewery Company (Limited).	Brewing - - - - - -	Bacup, Lancashire -	1 May -	10	35	10,000	1,000	146	10 - -	955 15 -	45	- ditto.
1,643	Gloucester Rifle Practice Ground Company (Limited).	Establishing a range for rifle practice.	1, Barton-street, Gloucester.	1 May -	10	90	2,400	800	396 71	2 10 - 1 - -	1,061 - -	145	- ditto.
1,644	Glamorganshire Lead and Barytes Mining Company (Limited).	Mining for lead and barytes - -	17 and 18, Gresham-house, City.	1 May -	8	142	7,500	1,500	142	No return	No return -	8	No longer in operation.
1,645	Netherton Trading Company (Limited).	Supplying the members of the Company with corn, groceries, provisions, &c.	Netherton, Yorkshire.	1 May -	7	35	5,000	5,000	2,997	1 - -	2,540 - -	179	Still in operation.
1,646	Bury and Radcliff Spinning Company (Limited).	Cotton spinning and manufacturing	Radcliff, near Manchester	1 May -	7	70	20,000	2,000	751	10 - -	6,581 10 -	153	- ditto.
1,647	Metropolitan Rifle Range Company (Limited).	To provide suitable range for rifle practice, with refreshment rooms, armoury, &c.	21, Abchurch-lane, London.	4 May -	7	7	60,000	12,000	7	No return	No return -	7	No longer in operation.
1,648	Tenbury Wells Improvement Company (Limited).	Supplying the public with mineral water, baths, &c., at Tenbury.	House of W. Norris, Terne-street, Tenbury.	4 May -	12	47	2,000	200	196	10 - -	1,491 10 -	60	Still in operation.
1,649	Smallbridge and Brickfield Manufacturing and Mining Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	Brickfield New Store (Smallbridge), Rochdale, Lancashire.	6 May -	7	15	20,000	4,000	1,054	4 15 -	4,178 12 10	405	- ditto.
1,650	Oxford Corn Exchange Company (Limited).	To provide suitable building for a corn exchange, &c., at Oxford.	1, St. Aldate's-street, Oxford.	6 May -	39	195	2,500	500	500	- 5 -	125 - -	100	- ditto.
1,651	Eton Racquet Court Company (Limited).	The erection of racquet courts for the use of the Company's shareholders and others.	Not stated - - -	8 May -	34	279	3,000	600	279	No return	No return -	34	Dissolved.

1,652	Northfield Iron and Steel Company (Limited).	Manufacturing articles of iron and steel.	65, Cannon-street, E.C.	9 May -	7	35	50,000	500	400	80 - -	27,047 17 6	20	Still in operation.
1,653	Jamaica Cotton Company (Limited).	Growing, purchasing, and encouraging the growth of cotton in Jamaica.	55, Charing-cross -	9 May -	9	80	20,000	2,000	1,786	10 - -	17,180 - -	165	- ditto.
1,654	Patent Detergent Company (Limited).	Manufacturing the patent detergent.	18, Great George-street, Westminster.	9 May -	7	34	10,000	1,000	34	No return	No return -	7	No longer in operation.
1,655	China and Japan (Coast and Railway) Steam Navigation Company (Limited).	Steam navigation along the coasts and up the rivers of China and Japan, and between China and Japan.	10A, King's Arms Yard, City.	10 May -	7	7	300,000	30,000	9,723	7 10 -	82,104 7 3	64	Still in operation.
1,656	York Black Swan Hotel Company (Limited).	Providing hotel accommodation in the city of York.	13, New-street, York -	13 May -	24	72	2,500	100	83	25 - -	1,535 10 -	31	- ditto.
1,657	Staleybridge People's Educational Institute Company (Limited).	Providing accommodation for the education of the working classes of Staleybridge.	Church-street, Staleybridge, Cheshire.	14 May -	11	78	5,000	5,000	460	460 - -	418 13 6	70	- ditto.
1,658	Filey Public Baths and Saloon Company (Limited).	The erection of public baths and a saloon at Filey, in Yorkshire.	Not stated - - -	14 May -	18	227	4,020	804	444	5 - -	2,220 - -	29	- ditto.
1,659	Sheerness Bathing Company (Limited).	Providing machines and other accommodation for bathing in the Isle of Sheppy.	4, Beach-terrace, Milltown.	14 May -	8	65	400	400	254	1 - -	254 - -	37	- ditto.
1,660	Seend Iron Company (Limited)	Purchasing and carrying on certain iron works at Seend, Wiltshire.	Seend Melksham, Wiltshire.	16 May -	8	620	100,000	20,000	11,883 1,200	4 - - 5 - -	42,482 - -	50	Wound up.
1,661	Rawtenestall Bobbin Manufacturing and Commercial Company (Limited).	Sawing and turning wood, working in metals, cotton spinning, &c.	Waterfoot, near Manchester.	18 May -	8	9	50,000	10,000	9	No return	No return -	8	No longer in operation.
1,662	Phœnix Smelting Company (Limited).	Purchasing, smelting, and working the ores of antimony and other metals.	Not stated - - -	18 May -	7	81	5,000	1,000	81	- ditto -	- ditto -	7	Still in operation.
1,663	Worcester Co-operative Company (Limited).	Dealing in food, firing, clothes, &c.	5, Malcheapen-street, Worcester.	18 May -	11	49	4,000	4,000	2,735	- 10 -	1,150 12 2	520	- ditto.
1,664	Deep Level Lead Mining Company (Limited).	Purchasing and working the North Minera Lead Mine, near Wrexham.	3, Great St. Helen's, London, E.C.	21 May -	7	553	10,000	2,000	1,854	3 5 -	6,025 10 -	71	- ditto.
1,665	Park Gate and Berry Brow Trading Company (Limited).	Supplying the members of the Company and others with corn, grocery, drapery, &c.	Park Gate, Almondbury, Yorkshire.	22 May -	8	8	5,000	500	114	No return	951 11 1½	103	- ditto.
1,666	Winchester Steam Brewery Company (Limited).	The carrying on the business of brewers, maltsters, and spirit merchants.	Minster-street, Winchester.	22 May -	7	47	10,000	200	130	50 - -	6,500 - -	14	- ditto.
1,667	Totnes Building Company (Limited).	Erecting houses and other buildings in Totnes and neighbourhood.	Totnes, Devon - -	24 May -	12	56	5,000	1,000	249	5 - -	1,048 - -	56	- ditto.
1,668	Great Marlow Joint Stock Estate Company (Limited).	The erection of buildings and the purchase and sale of land and buildings.	At Mr. H. W. Badger's, Quoiting-place, Great Marlow, Bucks.	25 May -	11	120	10,000	2,000	176	- 5 -	44 - -	24	- ditto.
1,669	Stockton Malleable Iron Company (Limited).	Manufacturing iron - - -	The Works, Stockton-on-Tees.	25 May -	13	90	20,000	1,300	142 391	100 - - 5 - -	16,155 - -	17	- ditto.
1,670	Chorley Co-operative Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing	Livesey-street, Chorley, Lancashire.	27 May -	9	515	20,000	2,000	378 5/10	10 - -	3,567 4 6	175	- ditto.
1,671	Cirencester Corn Hall Company (Limited).	To erect a hall or exchange at Cirencester.	Cirencester, Gloucestershire.	27 May -	8	50	6,000	600	1st Issue, 300 2d Issue, 220	7 10 - 5 - -	3,350 - -	52	- ditto.
1,672	London and Bahama Islands Shipping Company (Limited).	Carrying goods and passengers to and from London and the Bahamas.	27, Mansell-street, Goodman's Fields, London.	28 May -	7	106	10,000	1,000	606	- 10 -	303 9 -	9	- ditto.
1,673	Surrey Side Street Railway Company (Limited).	Laying down a street railway in the Westminster Bridge Road, and other streets and roads south of the Thames.	18, Great George-street, Westminster.	29 May -	11	5,430	100,000	10,000	660 188	2 10 - 10 - -	3,430 - -	27	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,674	Malta and Mediterranean Gas Company (Limited).	Supplying Malta and other places in the Mediterranean with gas.	30, Cornhill, London -	29 May -	7	515	60,000	12,000	9,200 2,800	4 – – 5 – –	41,240 – –	119	Still in operation.
1,675	Mortgage Investment Company (Limited).	Lending money on mortgage, granting annuities, &c.	21, New Bridge-street, Blackfriars.	30 May -	7	7	500,000	100,000	7	No return	No return -	7	No longer in operation.
1,676	Midland Counties and General Coal Company (Limited).	Dealing in coal, coke, charcoal, &c.	Not stated - - -	30 May -	7	225	50,000	50,000	225	- ditto -	- ditto -	7	Still in operation.
1,677	Blackburn Manufacturing Redemption and Co-operative Spinning Company (Limited).	Cotton spinning and manufacturing, working collieries and stone quarries, and farming.	2, Back-lane, Blackburn, Lancashire.	30 May -	12	105	60,000	60,000	105	- ditto -	- ditto -	12	- ditto.
1,678	Colne Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Railway-street, Colne, Lancashire.	30 May -	14	123	60,000	60,000	1,480	Not stated	1,267 18 11	231	- ditto.
1,679	East Fowey Consols Company (Limited).	To purchase and work the East Fowey Mine, situate at Llanlwery, in Cornwall.	Not stated - - -	31 May -	8	450	10,000	4,000	450	No return	No return -	8	No longer in operation.
1,680	Bronfloyd United Company (Limited).	To purchase and work the Bronfloyd Mine, situate at Llanbadarn-Faur, in the county of Cardigan.	Pendrylncock, Cardiganshire.	31 May -	11	3,036	15,000	5,000	5,000	2 7 6	11,875 – –	24	Still in operation.
1,681	Farnworth Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Higher Market-street, Farnworth, Lancashire.	31 May -	9	830	50,000	10,000	3,056	2 10 –	6,390 10 –	188	- ditto.
1,682	Paddington Industrial Investment, Loan, and Discount Company (Limited).	Lending money and discounting bills, and dealing in provisions.	Maze Hotel, Chichester-place, Harrow-road, Paddington.	1 June -	12	50	3,000	1,500	1,032	1 12 6	1,656 2 3	138	- ditto.
1,683	Over Darwen Co-operative Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	31, Hacking-street, Over Darwen, Lancashire.	1 June -	8	66	50,000	10,000	401	1 15 –	661 5 –	109	- ditto.
1,684	Union Loan Company (Limited).	Lending money and discounting bills.	38, Renshaw-street, Liverpool.	3 June -	12	863	20,000	4,000	2,000	3 – –	5,993 – –	85	Wound up.
1,685	Glossop Co-operative Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Arundel-street, Glossop	3 June -	9	161	20,000	4,000	937	1 – –	885 15 –	287	- ditto.
1,686	Hippings Vale Oswaldtwistle Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	The Mill, Hippings Vale	3 June -	12	142	30,000	6,000	1,050 730	5 – – 1 – –	5,441 10 4	170	Still in operation.
1,687	Netherthong Gas Company (Limited).	Supplying Netherthong and its neighbourhood with gas.	Town School, Netherthong, Huddersfield, Yorkshire.	4 June -	38	110	700	140	140	5 – –	700 – –	45	- ditto.
1,688	Cwmorthin Slate Company (Limited).	Purchasing and working a certain slate quarry at Festiniog, in the county of Merioneth.	3, Angel-court, Throgmorton-street.	6 June -	7	38	100,000	200	60 special. 140 ordinary.	500 – –	100,000 – –	39	- ditto.
1,689	Cherez Copper Mining Company (Limited).	Working the Cherez Mines, near Monceras, in Portugal.	13, New Hall, Old Hall-street, Liverpool.	6 June -	11	164	9,320	466	466	20 – –	9,020 – –	22	Wound up.

1,690	Mossley Building and Manufacturing Company (Limited).	Cotton spinners and manufacturers, general manufacturers, and dealers in all kinds of articles required for domestic purposes.	Yame-street Mills, Roache's, near Mossley.	7 June -										
1,691	Lizard Serpentine Company (Limited).	Purchasing, quarrying, working, and disposing of all marble stone, &c.	24, St. James-street, W.	7 June -	7	500	10,000	1,000	977	10 - -	9,770 - -	21	- ditto.	
1,692	Patent Moveable Fire Bars Company (Limited).	Working a patent method of arranging and moving firebars for furnaces, &c.	Wanhol-place, Dudley -	7 June -	7	37	3,160	158	158	10 - -	1,500 - -	31	- ditto.	
1,693	Plympton District Public Hall Company (Limited).	Erecting a public hall at Plympton, Devon.	Plympton, Devon -	8 June -	7	49	500	500	326	1 - -	326 - -	62	- ditto.	
1,694	Langport Gas Company (Limited).	Manufacturing and supplying gas.	Langport, Somerset -	11 June -	10	23	2,000	80	50	25 - -	1,250 - -	25	- ditto.	
1,695	Hessle Gaslight and Coke Company (Limited).	Supplying the town and neighbourhood of Hessle, in the county of York, with gas.	Hessle, Yorkshire -	11 June -	39	280	1,500	300	300	5 - -	1,500 - -	42	- ditto.	
1,696	Maen Offeren Slate Quarry Company (Limited).	Working certain slate quarries at Maen Offeren, in the parish of Festiniog, Merionethshire.	33, Great Winchester-street, City.	12 June -	8	667	50,000	1,000	1,000	30 - -	22,500 - -	26	- ditto.	
1,697	Liverpool Tobacco Warehouse Company (Limited).	Providing warehouse for the storage and manipulation of tobacco and other merchandise.	Not stated - - -	12 June -	7	100	70,000	700	100	No return	No return -	7	No longer in operation.	
1,698	Ashton-under-Lyne Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Walk Mill - - -	14 June -	9	107	30,000	3,000	559	9 - -	4,860 10 -	71	Still in operation.	
1,699	"National Reformer" Newspaper Company (Limited).	Publishing a newspaper, to be called the "National Reformer."	Eccleshall-road, Sheffield.	14 June -	7	71	500	1,000	71	No return	No return -	7	No longer in operation.	
1,700	Burnley Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Calderdale Haberghan, Eares, near Burnley.	15 June -	11	24	100,000	20,000	454	5 - -	1,658 6 6	161	Still in operation.	
1,701	Patent Waterproof Glue Company (Limited).	Manufacturing and selling Hayes' Patent Waterproof Glue.	16, High-street, Portsmouth.	17 June -	7	175	20,000	4,000	91 988	5 - - 3 - -	3,208 10 -	84	- ditto.	
1,702	Day Newspaper Company (Limited).	The establishment and maintenance of one or more newspapers, to be published in England.	2, York-street, Covent Garden.	17 June -	8	104	20,000	20,000	104	No return	No return -	8	Wound up.	
1,703	Harrogate Coal Association (Limited).	Supplying Harrogate and elsewhere with coals.	Not stated - - -	17 June -	7	130	1,000	1,000	939	- 2 -	93 18 -	193	Still in operation.	
1,704	Millwall and Cubitt Town Omnibus Company (Limited).	To open a line of omnibus communication between the Limehouse and Poplar stations of Blackwall Railway.	Lord Nelson Hotel, Millwall.	18 June -	7	30	600	120	120	5 - -	600 - -	21	- ditto.	
1,705	Milnrow Co-operative Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Milnrow, Butterworth, Lancashire.	19 June -	8	94	20,000	4,000	1,175	Not stated	5,374 4 9	223	- ditto.	
1,706	Buntingford Gas and Coke Company (Limited).	Supplying the town of Buntingford and neighbourhood with gas.	High-street, Buntingford, Herts.	19 June -	9	275	1,200	1,200	1,200	1 - -	1,195 5 -	84	- ditto.	
1,707	English Opera Association (Limited).	The foundation of an English opera, and the production and performance of English operas.	69, Regent-street -	19 June -	7	70	50,000	25,000	2,630	1 - -	1,374 - -	111	- ditto.	
1,708	Cannock Chase and Ogley Land Company (Limited).	The acquisition of land at Cannock Chase and Ogley Hall, in the county of Stafford, the disposal of such lands or exploring same, in search of minerals, &c.	136, Gresham House, Old Broad-street, E.C.	20 June -	10	180	100,000	10,000	1,547	7 - -	10,944 - -	53	- ditto.	
1,709	Park Lead Mining Company (Limited).	To carry on mining operations in the county of Denbigh.	4, King-street, Wrexham, Denbigh.	21 June -	11	4,440	51,200	5,120	5,120	6 15 -	34,560 - -	50	- ditto.	

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I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*						£.		A.	£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:									
1,710	Beariz Tin Streaming Company (Limited).	To carry on mining operations at Beariz, near Vigo, Spain.	17 A, Size-lane, Bucklersbury, E. C.	21 June -	7	2,700	20,000	20,000	17,000 B. 3,000	- 17 6 1 - -	17,329 17 6	84	Still in operation.
1,711	Land, Building, Investment, and Cottage Improvement Company (Limited).	The acquisition of land, the improvement and disposal of the same, the building and improvement of labourers' cottages, &c.	18, Adam-street, Adelphi	22 June -	8	40	50,000	8,000	909	1 - -	909 - -	41	- ditto.
1,712	Oswaldtwistle Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	Roe Greave, Oswaldtwistle, near Accrington, Lancashire.	24 June -	12	576	20,000	4,000	762	3 15 -	2,857 10 -	68	- ditto.
1,713	Anglo-American Patent Variable Screw Propeller Company (Limited).	To purchase and work a certain patent invention for improvements in applying and working propellers in boats or vessels.	26, Cecil-street, Strand	24 June -	7	7	60,000	12,000	7	No return	No return -	7	No longer in operation.
1,714	American Leather Cloth Company (Limited).	Manufacturing and selling leather cloth and articles made thereof.	Somerset-buildings, Old Kent-road.	26 June -	8	398	5,000	500	412	8 - -	3,296 - -	10	Still in operation.
1,715	Central London Dwelling Improvement Company (Limited).	Providing suitable accommodation for the poorer classes in the metropolis.	34, Cursitor-street, Chancery-lane.	26 June -	7	60	20,000	2,000	616	10 - -	6,160 - -	51	- ditto.
1,716	Wareham Coal and Candle Company (Limited).	To purchase or otherwise acquire the Wareham Oil Mills, and to carry on the manufacture of paraffin oil and candles.	21, Abchurch-lane, E.C.	28 June -	7	7	20,000	400	246	50 - -	12,800 - -	8	- ditto.
1,717	Fazeley Gas Company (Limited).	Supplying Fazeley, in the county of Stafford, and neighbouring places with gas.	Fazeley, Tamworth, Staffordshire.	3 July -	7	400	3,000	1,500	1,325	1 15 -	2,318 15 -	45	- ditto.
1,718	Protestant Printing and Publishing Company (Limited).	Printing Protestant books, newspapers, and journals, especially a newspaper called "The Constitution."	2, Agar-street, Strand -	3 July -	7	45	10,000	10,000	45	No return	No return -	7	- ditto.
1,719	Lymm Gas Company (Limited).	Supplying Lymm, in the county of Chester, with gas.	6, Winwick-street, Warrington, Lancashire.	3 July -	7	120	5,000	500	400	9 - -	3,600 - -	33	- ditto.
1,720	Bwlch-y-Groes Slate Company (Limited).	Purchasing and working the Bwlch-y-Groes Slate Quarries, at Llanberis, Cardiganshire.	24, Abingdon-street, Westminster.	5 July -	7	120	21,000	180	180	100 - -	18,000 - -	15	- ditto.
1,721	North Par Copper and Tin Mining Company (Limited).	Purchasing and working the North Par Mines, situate at St. Blazey, in Cornwall.	Not stated - - -	5 July -	7	134	15,000	15,000	134	No return	No return -	7	- ditto.
1,722	South Wales and Cannock Chase Coal and Coke Company (Limited).	Buying and selling of coals, coke, lime, bricks, and salt.	54, Foregate-street, Worcester.	5 July -	7	20	40,000	240	40 200	150 - - 30 - -	12,000 - -	22	- ditto.

1,723	Read Building Company (Limited).	Building dwelling-houses, power-loom sheds, and other buildings for spinning and manufacturing of goods at Read, in the county of Lancaster, and letting such houses and buildings.	Read, Lancashire -	8 July -	11	200	4,000	800	200	No return	No return -	11	Still in operation.
1,724	Market Drayton Gaslight and Coke Company (Limited).	Supplying the town of Market Drayton and its vicinity with gas.	Market Drayton, Salop	8 July -	41	240	2,400	240	240	8 8 4	2,020 - -	36	- ditto.
1,725	Manchester Silk and Wool Conditioning Company (Limited).	The testing the amount of dampness or impurity in raw and thrown silk and wool.	36, Kennedy-street, Manchester.	8 July -	9	49	1,500	150	104	5 - -	520 - -	21	- ditto.
1,726	West Hartlepool Friendly Societies' Hall Company (Limited).	To erect a hall for the use of friendly societies, &c., West Hartlepool.	Victoria-terrace, West Hartlepool, Durham.	9 July -	12	100	2,000	2,000	100	No return	No return -	12	Wound up.
1,727	"Volunteer Journal" Company (Limited).	To purchase the copyright of the "Volunteer Journal for Lancashire and Cheshire," and to publish the same as a weekly newspaper.	Not stated - - -	11 July -	9	48	1,000	1,000	48	- ditto -	- ditto -	9	No longer in operation.
1,728	Belthorn Co-operative Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining and farming.	Belthorn, Oswaldtwistle, Lancashire.	11 July -	7	355	6,000	6,000	1,423	1 - -	645 4 6	15	Still in operation.
1,729	Stanbury Coal, Iron, and Lead Mining Company (Limited).	The opening of mines and prosecution of mining operations in England.	Ranson-place, Bradford, Yorkshire.	12 July -	9	110	2,000	2,000	810	1 - -	654 8 6	48	- ditto.
1,730	Sabden and Read Cotton Manufacturing Company (Limited).	Cotton spinning and manufacturing, and mining.	Sabden Bridge, near Whalley, Lanashire.	12 July -	12	250	12,000	12,000	542	5 - -	116 15 -	47	- ditto.
1,731	East Beam Company (Limited)	Working the East Beam Mine, situate near St. Austell, Cornwall.	Roach, Cornwall -	12 July -	7	1,655	6,000	3,000	3,000	1 7 -	3,581 14 11	20	Wound up.
1,732	New Mill Cotton Spinning Company (Limited).	Cotton spinning and manufacturing, mining and farming.	New Mill, near Huddersfield, Yorkshire.	12 July -	8	32	30,000	6,000	508	3 15 -	1,127 5 -	304	Still in operation.
1,733	Wigzell's Patent Spiral Fluted Nail Company (Limited).	Manufacturing and selling Wigzell's patent spiral fluted nails, &c.	Topsham, Devon -	15 July -	7	210	15,000	1,500	210	No return	No return -	7	- ditto.
1,734	Victoria Silver, Lead, and Zinc Company (Limited).	Working certain mines near the town of Smadjebacken, in Sweden.	Stafford - - -	15 July -	10	50	35,000	3,500	3,492	10 - -	29,810 - -	29	- ditto.
1,735	Costa Rica Road and River Navigation Company (Limited).	Making roads and establishing steam communication in the Republic of Costa Rica.	Not stated - - -	15 July -	7	7	60,000	12,000	7	No return	No return -	7	- ditto.
1,736	General Telegraphic Works Company (Limited).	Manufacturing, laying down, and working telegraph wires, &c.	Gresham House, Old Broad-street.	17 July -	9	35	50,000	10,000	35	- ditto -	- ditto -	9	No longer in operation.
1,737	Birkenhead, Flintshire, and Holyhead Junction Railway Company (Limited).	Making a railway from Birkenhead to join the Chester and Holyhead Railway between Queen's Ferry and Connah's Quay.	Not stated - - -	18 July -	7	7	150,000	15,000	7	- ditto -	- ditto -	7	- ditto.
1,738	Hoddlesdon Co-operative Land and Building Company (Limited).	Transacting all business connected with building, buying, selling, or letting of property.	- ditto - - -	20 July -	8	275	5,000	5,000	878 66	- 18 - - 3 -	756 6 10	52	Still in operation.
1,739	Halifax Wire and Card Manufacturing Company (Limited).	Manufacturing cards, card-cloth, &c., quarrying and farming.	9, King's-cross-lane, Halifax.	22 July -	8	16	10,000	1,000	47	10 - -	319 17 6	28	- ditto.
1,740	Minima Organ Company (Limited).	To purchase and carry on the business of Messrs. Stidolph, organ builders, Ipswich.	Not stated - - -	25 July -	7	70	5,000	500	322	10 - -	3,088 - -	48	Wound up.
1,741	Walker, Bond, & Co. (Limited)	Carrying on the business of general merchants and brokers.	93, Great Tower-street	26 July -	7	15	555	11	15	No return	No return -	7	Still in operation.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1861:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
1,742	Lerry Mines Company (Limited).	Working certain mines of lead and copper in the county of Cardigan.	13, Bennett's Hill, Birmingham.	27 July -	7	195	25,000	5,000	195	No return	No return -	7	Still in operation.
1,743	Jewish and East London Model Lodging House Association (Limited).	To provide improved dwellings for the labouring classes in the neighbourhood of Whitechapel.	13, Devonshire-square, Bishopsgate - street, City.	29 July -	9	158	15,000	600	292	25 - -	7,300 - -	33	- ditto.
1,744	Victoria Sewing Machine Company (Limited).	Manufacturing and selling patent sewing machines.	97, Cheapside, E. C. -	29 July -	7	399	50,000	5,000	399	No return	No return -	7	No longer in operation.
1,745	Slate Mountain Company (Limited).	Slate quarrying in the parish of Llanfrothen, Merionethshire.	150, Leadenhall-street, E. C.	30 July -	7	9	30,000	6,000	4,345	3 - -	11,819 - -	152	Still in operation.
1,746	Oriental Commercial Company (Limited).	Purchasing and selling goods, and receiving and forwarding goods for sale upon commission.	31, Threadneedle-street, City.	31 July -	8	145	200,000	10,000	6,368	7 - -	44,602 - -	198	- ditto.
1,747	Lancashire Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Carlton Buildings, Cooper-street, Manchester.	31 July -	11	111	100,000	20,000	2,971	5 - -	8,162 1 -	396	- ditto.
1,748	Tweedmouth Waterworks Company (Limited).	Supplying Tweedmouth with water	Main-street, Tweedmouth, Berwick-upon-Tweed.	1 Aug. -	10	85	500	250	250	1 12 -	400 - -	23	- ditto.
1,749	London General Coal Company (Limited).	Purchasing and retailing coal -	373, Oxford-street -	2 Aug. -	7	1,635	5,000	5,000	2,140	- 12 6	1,192 10 -	11	No longer in operation.
1,750	Karbitz Colliery Company (Limited).	Acquiring and working certain coal mines in Austria.	Crosby House, 95, Bishopsgate - street Within.	2 Aug. -	8	1,540	15,000	15,000	8,328	1 - -	8,266 10 -	40	Still in operation.
1,751	Knaresborough Town Hall Company (Limited).	Erecting a town hall at Knaresborough.	Knaresborough - -	6 Aug. -	12	165	2,500	500	429	4 10 -	1,885 10 -	65	- ditto.
1,752	Clara United Company (Limited).	Purchasing and working certain mines in the county of Cardigan.	Ponterwryd, Cardiganshire.	6 Aug. -	7	780	12,000	4,000	3,100	1 19 6	6,122 10 -	37	- ditto.
1,753	Leeds and North of England Co-operative Company (Limited).	Cotton spinning, manufacturing, and mining.	Leeds - - -	8 Aug. -	9	57	3,000	3,000	111	- 2 6	9 17 6	19	- ditto.
1,754	West London Co-operative Trading Company (Limited).	Dealing in all articles of food and clothing, buying and selling land, &c.	73, Great Tichfield - street, Marylebone.	8 Aug. -	9	31	2,000	2,000	86	- 5 -	47 - -	45	- ditto.
1,755	Midgley Co-operative Commercial Company (Limited).	Cotton spinning, and manufacturing and mining.	No. 6, near the Shoulder of Mutton, Midgley, Halifax.	8 Aug. -	8	26	20,000	4,000	26	No return	No return -	8	No longer in operation.
1,756	Partridge's Patent Axle Company (Limited).	Making axles and axle-boxes under Partridge's patent.	Whinfield Works, Smethwick, near Birmingham.	9 Aug. -	7	45	2,500	50	45	- ditto -	- ditto -	7	Dissolved.
1,757	Trewydir Slate and Slab Company (Limited).	Purchasing and working the Trewydir Quarry, in Carnarvonshire.	28, St. Swithin's-lane, E. C.	9 Aug. -	8	1,260	30,000	3,000	{ 2,050 550	{ 5 - - 10 - -	}15,750 - -	18	Still in operation.
1,758	Patent Sarcophagus Company (Limited).	Manufacturing and selling patent coffins.	52, Spring Gardens, Manchester.	12 Aug. -	7	35	30,000	15,000	35	No return	No return -	7	No longer in operation.

1,759	Romsey Cottage Improvement Society (Limited).	To provide more commodious dwellings for the industrial classes at Romsey, in the county of Southampton.	Corn Market, Romsey	12 Aug. -	7	38	5,000	1,000	38	- 5 -	4 10 -	7	Still in operation.
1,760	"Salopian Journal" Newspaper Company (Limited).	To establish and publish a newspaper at Shrewsbury.	Mardot, St. Chad, Shrewsbury.	12 Aug. -	10	22	1,500	120	22	No return	No return -	10	No longer in operation.
1,761	East Wheal Martha Mining Company (Limited).	Purchasing and working mines in the counties of Devon and Cornwall.	2, Crown-court, Threadneedle-street.	12 Aug. -	8	380	15,000	6,000	6,000	- 15 -	1,797 15 -	99	- ditto.
1,762	Hellespont Steam Company (Limited).	Carrying on the business of shipowners, common carriers, shipwrights, salvors, and general merchants.	Belgrave Works, Johnson's-place, Pimlico.	12 Aug. -	9	92	25,000	125	100	200 - -	20,000 - -	10	Still in operation.
1,763	Brada United Mining Company (Limited).	Acquiring and working certain mines in the Isle of Man.	Fenwick Chambers, 8, Fenwick-street, Liverpool.	14 Aug. -	8	260	40,000	4,000	3,153	Not stated	29,555 - -	54	- ditto.
1,764	Liverpool Rubber Company (Limited).	Manufacturing articles from indiarubber.	3, Bank Chambers, Cork street, Liverpool.	15 Aug. -	7	110	55,000	1,100	500 500	40 - - 20 - -	30,000 - -	48	Still inoperation.
1,765	Patent Glue and Gelatine Company (Limited).	Manufacturing glue and gelatine -	30, Moorfields, Liverpool.	15 Aug. -	7	170	15,000	750	543	20 - -	10,785 - -	28	Wound up.
1,766	West Alfred Consols Mine Company (Limited).	Acquiring and working the West Alfred Consols Mine, situate near Hayle, in Cornwall.	75, Old Broad-street, City.	17 Aug. -	7	25	9,000	3,000	2,687	2 14 6	4,299 1 10	23	Still in operation.
1,767	Nottingham Turkish Bath Company (Limited)	To establish Turkish and other baths at Nottingham.	Wheeler Gate, Nottingham.	17 Aug. -	7	70	5,000	1,000	500	1 - -	462 10 -	34	No longer in operation.
1,768	Halifax Building and Quarrying Company (Limited).	Quarrying for stone in land to be purchased for the purpose.	104, New Bank, Halifax	21 Aug. -	8	11	5,000	1,000	86	3 - -	330 7 9	64	Still in operation.
1,769	West Beam Mining Company (Limited)	Acquiring and working the West Beam Mine, situate at Ashburton, Devon.	Abchurch Chambers, Abchurch-lane, E. C.	22 Aug. -	7	217	30,000	30,000	17,000 3,000	- 17 6 1 - -	16,905 - -	110	- ditto.
1,770	Hastings and Eastbourne Tramway, Road, and Building Company (Limited).	The conveyance of passengers and goods between such places as may be determined by the Company.	Not stated - - -	26 Aug. -	8	28	10,000	2,000	28	No return	No return -	8	No longer in operation.
1,771	Plymouth Steam Candle Company (Limited).	Tallow chandlers, melters, and general oilmen.	Manor-street, Plymouth	26 Aug. -	10	277	6,000	600	600	10 - -	6,000 - -	41	Still in operation.
1,772	North Haford Silver Lead Mining Company (Limited).)	Mining at Haford, near Devil's Bridge, Aberystwith.	224 and 225, Gresham House, City.	27 Aug. -	7	3,920	12,000	6,000	3,000 2,363	1 - - - 15 -	4,667 5 -	48	No longer in operation.
1,773	Postford Papermaking Company (Limited), now called the Kennet Papermaking Company (Limited).	The manufacture and sale of paper.	106, Leadenhall-street, London.	28 Aug. -	7	15	3,000	300	300	10 - -	2,900 - -	12	Still in operation.
1,774	Rowell Gaslight, Coke, and Coal Company (Limited).	Supplying Rowell, in the county of Northampton, with gas.	Rowell, Northamptonshire.	29 Aug -	25	277	1,500	300	300	5 - -	1,475 - -	27	- ditto.
1,775	Platt Bridge Coal and Cannel Company (Limited).	Purchasing and working a certain colliery at Platt Bridge, near Wigan.	Not stated - - -	30 Aug. -	7	400	20,000	400	400	No return	No return -	7	Not known.
1,776	Creevelea Iron Company (Limited).	Making and selling iron and other metals, and also of peat fuel and peat charcoal.	75, Cannon-street West, City.	30 Aug. -	7	7	20,000	20,000	18,500	1 - -	18,500 - -	13	Still in operation.
1,777	Ashton-under-Lyne Machine Making, Spinning, Manufacturing, and Building Company (Limited).	Cotton spinners and general manufacturers and dealers.	28, Delamer-street, Ashton-under-Lyne.	30 Aug. -	7	37	60,000	12,000	139	5 - -	566 15 6	50	- ditto.
1,778	Zamora Tin Mining Company (Limited).	Working the Zamora Tin Mine, situate in the province of Zamora, in Spain.	9, Broad-street Buildings, City.	2 Sept. -	8	280	12,000	12,000	280	No return	No return -	8	No longer in operation.
1,779	Daubhill Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	4, Exchange-street East, Great Bolton.	3 Sept. -	8	79	50,000	10,000	310	1 7 6	697 17 6	46	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*[d].

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,780	Bickerton Mining Company (Limited).	Mining at Bickerton, in the parish of Malpas, Cheshire.	3, King-street, Cheapside.	4 Sept.	7	7	6,000	6,000	7	No return	No return	7	Still in operation.
1,781	Borrowdale Blacklead Company (Limited),	Working certain lead mines at Borrowdale, in Cumberland, and manufacturing blacklead into pencils, &c.	185, Gresham House, Old Broad-street.	4 Sept.	7	16	21,000	3,500	3,500	- ditto -	- ditto -	7	No longer in operation.
1,782	Accrington Industrial Co-operative Cotton Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	Accrington, Lancashire	4 Sept.	12	59	50,000	10,000	457	3 - -	966 - -	130	Still in operation.
1,783	Rossendale Union Foundry Company (Limited).	Purchasing and carrying on the Irwell Foundry, in the Forest of Rossendale; also cotton spinning, mining, and farming.	Irwell Foundry, Stacksteads, in the Forest of Rossendale, Lancashire.	5 Sept.	7	27	15,000	3,000	412	3 5 -	1,420 5 -	42	- ditto.
1,784	Munster Consolidated Mining Company (Limited).	Purchasing and working certain mines in the counties of Cork and Kerry.	1, Great Winchester-street, City.	5 Sept.	7	14	50,000	25,000	14	No return	No return	7	No longer in operation.
1,785	Walker and St. Anthony's Gaslight Company (Limited).	Supplying the villages of Walker and St. Anthony, Northumberland, with gas.	Walker, Northumberland.	- -	7	68	3,000	600	597	5 - -	2,793 - -	41	Still in operation.
1,786	Bahia Steam Navigation Company (Limited).	To provide steam communication between the city of Bahia and the ports of Maceio and Caravellas.	5, Bridge-street, Westminster.	7 Sept.	7	180	160,000	16,000	667 14,261	8 10 - 10 - -	148,279 10 -	55	- ditto.
1,787	Finsbury Co-operative Society (Limited).	Supplying provisions, &c. to the members of the Company.	26, Fore-street, London	9 Sept.	7	35	1,000	1,000	35	No return	No return	7	No longer in operation.
1,788	Southampton, Isle of Wight, and South of England Royal Mail Steam Packet Company (Limited).	The conveyance of Her Majesty's mails, passengers, and goods in steam vessels.	18, High-street, Southampton.	10 Sept.	8	80	40,000	4,000	1,628½	10 - -	16,285 - -	66	Still in operation.
1,789	Coalbrook and Broadoak Coal Company (Limited).	Working collieries in South Wales.	2, Adelaide Chambers, Adelaide-street, Swansea.	10 Sept.	7	20	20,000	20	20	964 5 8	17,830 - -	8	- ditto.
1,790	Failsworth Cotton Spinning Company (Limited).	Cotton spinning and manufacturing.	Chancery-lane, Manchester.	11 Sept.	7	2,016	100,000	10,000	Original 3,590 Ordinary 4,513	10 - - 4 - -	53,202 - -	50	- ditto.
1,791	High Wycombe Co-operative Chair Manufacturing Company (Limited).	The manufacture and sale of chairs and other articles.	Oxford-road, High Wycombe.	11 Sept.	12	60	5,000	5,000	581	- 15 -	377 4 8	138	- ditto.
1,792	Great Yarmouth Assembly and Reading Room Company (Limited).	The erection and maintenance of assembly and reading rooms at Great Yarmouth.	Assembly Rooms, Victoria Esplanade, Great Yarmouth.	12 Sept.	8	106	3,500	700	504	5 - -	2,475 - -	51	- ditto.
1,793	Leamington Royal Pump Room Company (Limited).	Purchasing and letting the Leamington Royal Pump Rooms, Baths, &c.	Royal Pump Rooms, Leamington Priors.	12 Sept.	64	960	8,500	1,700	1,700	2 - -	3,400 - -	116	- ditto.

1,794	London Sugar Refining Company (Limited).	Making a trial-working of Wright's patent low-temperature apparatus for refining sugar.	Not stated - - -	13 Sept. -	8	8	3,000	30	8	No return	No return -	8	Not known.
1,795	Chesterfield and Midland Silkstone Colliery Company (Limited).	Acquiring and working certain coal mines, situate near Sheepsbridge, in the county of Derby.	Collieries, Chesterfield, Derbyshire.	14 Sept. -	8	60	40,000	8,000	6,063	4 10 -	20,171 11 1	109	- ditto.
1,796	Cockermouth New Street Company (Limited).	Making a new street in the town of Cockermouth, in Cumberland.	Cockermouth - -	14 Sept. -	29	305	3,000	600	404	5 - -	1,891 5 -	42	Still in operation.
1,797	Newcastle-upon-Tyne Volunteer Drill House Company (Limited).	To provide a covered drill-house, armoury, &c. for the use of the Volunteers of Newcastle.	Not stated - - -	16 Sept. -	14	292	3,200	3,200	292	No return	No return -	14	No longer in operation.
1,798	Middleton Soap Company (Limited).	The manufacture of soap, soda, candles, and decoctions.	Manchester Old Road, Middleton, Lancashire.	18 Sept. -	12	63	5,000	500	79	10 - -	790 - -	13	Still in operation.
1,799	Patent Eureka Sanitary and Manure Company (Limited).	Manufacturing patent manure -	Newall's Buildings, Market-street, Manchester.	18 Sept. -	11	525	50,000	50,000	10,730 5,391 Patentee 4,851	1 - - - 17 - Paid up -	14,383 - 2	161	- ditto.
1,800	Evans Patent Fire Grate Company (Limited).	To purchase and work certain patents for improvements in locomotive and other furnaces.	217 and 218, Gresham House.	18 Sept. -	7	140	50,000	5,000	140	No return	No return -	7	No longer in operation.
1,801	Bryn Moss Coal and Cannel Company (Limited).	To purchase and work a certain colliery at Platt Bridge, near Wigan.	Not stated - - -	19 Sept. -	7	400	20,000	400	400	- ditto -	- ditto -	7	- ditto.
1,802	Model Investment and Advance Company (Limited).	Lending money and discounting bills, and dealing in house and other property.	42, Henry-street East, St. John's Wood.	19 Sept. -	7	20	10,000	2,000	261	6*s.* p' qr.	580 9 -	126	Still in operation.
1,803	Allan's Telegraph and Factory Company (Limited).	Supplying materials for constructing telegraphs and carrying out telegraphic engineering.	1, Adelphi-terrace, Strand	20 Sept. -	7	8	200,000	4,000	785	50 - -	39,250 - -	16	- ditto.
1,804	Professional and General Loan and Discount Company (Limited).	Lending money and discounting bills.	Chandos Chambers, Buckingham-street, Strand.	20 Sept. -	9	45	100,000	20,000	45	No return	No return -	9	No longer in operation.
1,805	Hafod Hotel Company (Limited).	To purchase and carry on Hafod Arms Hotel, at Devil's Bridge, Cardiganshire.	Not stated - - -	20 Sept. -	8	25	5,000	50	50	30 - -	1,500 - -	11	Dissolved.
1,806	Malvern Link Gas Company (Limited).	Supplying Great Malvern, in the county of Worcester, and its neighbourhood with gas.	Malvern Link, Worcester.	23 Sept. -	7	115	5,000	1,000	1,000	5 - -	4,997 - -	80	Still in opera tion.
1,807	Metropolitan and Suburban Street Railway Company (Limited).	Making street railways in the metropolis and its suburbs.	3, Adelaide-place, London.	24 Sept. -	8	294	250,000	50,000	294	No return	No return -	8	No longer in operation.
1,808	Trades Newspaper Company (Limited).	Publishing newspapers advocating the claims of the working classes.	10, Bolt-court, Fleet-street, E. C.	26 Sept. -	7	13	1,250	5,000	2,670	- 5 -	662 - -	1,089	Still in operation.
1,809	Leighton Buzzard Corn Exchange Company (Limited).	To erect a corn exchange at Leighton Buzzard.	High-street, Leighton Buzzard.	28 Sept. -	12	155	5,000	500	500	10 - -	4,981 - -	108	- ditto.
1,810	Oldham Turkish Baths Company (Limited).	Erecting Turkish baths and other premises.	High-street, Leighton Buzzard.	30 Sept. -	9	47	2,000	2,000	47	No return	No return -	9	Not known.
1,811	East Del Rey Mining Company (Limited).	Purchasing and working mines in Brazil.	12, Bishopsgate-street Within.	2 Oct. -	7	800	75,000	25,000	25,000	1 5 -	29,324 - -	213	Still in operation.
1,812	Aylesbury Gaslight and Coke Company (Limited).	Supplying Aylesbury and its vicinity with gas.	Aylesbury, Bucks -	2 Oct. -	14	540	10,800	900	900	10 - -	9,000 - -	34	- ditto.
1,813	Wisconsin Mining and Smelting Company (Limited).	Purchasing and working mines in the State of Wisconsin and elsewhere in North America.	63, Cornhill, City -	4 Oct. -	7	1,390	9,000	9,000	1,390	No return	No return -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,814	Lewes Bath Association (Limited).	Establishing hot air and hot and cold water baths at Lewes.	17, High-street, Lewes, Sussex.	5 Oct. -	7	26	1,500	150	125	10 – –	1,250 – –	49	Still in operation.
1,815	Llywernog Company (Limited)	To purchase and work the Llywernog Silver Lead Mine, situate at Llabadarn Faur, Cardiganshire.	Panterwyd, Cardigan -	5 Oct. -	7	465	6,000	2,000	2,000	1 4 –	2,000 – –	28	- ditto.
1,816	Lower Assam Company (Limited).	The cultivation of the tea plant, the production of silk, and trading in all products of India.	35, Bucklersbury, E. C.	8 Oct. -	8	1,150	120,000	12,000	8,600	2 10 –	21,325 – –	112	- ditto.
1,817	Preston Cotton Spinning and Weaving Company (Limited).	Cotton spinning and manufacturing.	Not stated - - -	9 Oct. -	10	137	30,000	6,000	107 242 167	5 – – Not stated - 2 6	960 4 6	92	- ditto.
1,818	Rock Annuity and Advance Company (Limited).	Granting annuities, lending money, and receiving money on deposit.	55, Coleman-street, City	9 Oct. -	7	7	100,000	20,000	158 30 410	1 – – 2 10 – 5 – –	2,135 – –	25	- ditto.
1,819	Driffield and East Riding Pure Linseed Cake Company (Limited).	The manufacture and sale of pure linseed cake and oil.	Great Driffield, Yorkshire.	10 Oct. -	9	150	30,000	1,200	742	25 – –	18,550 – –	44	- ditto.
1,820	Tamar Brick and Tile Company (Limited).	Manufacturing bricks, tiles, &c. at Rumleigh, Devonshire.	9, Donegal-terrace, Stoke Damerel, Devon.	10 Oct. -	7	175	2,000	200	175	No return	No return -	7	Wound up.
1,821	Anna Maria Mining Company (Limited).	Purchasing and working certain quarries in the parish of Clynin, in the county of Merioneth.	47, Portsmouth-street, W. C.	10 Oct. -	7	1,505	12,000	12,000	10,650	Issued, and considered as paid up.	Not stated -	16	Still in operation.
1,822	Rudry and Bedwas Colliery and Patent Fuel Company (Limited).	Working the various seams of coal and mineral in the valley of the River Rumney, in the counties of Glamorgan and Monmouth; also manufacturing patent fuel.	66, Paternoster-row, City.	11 Oct. -	7	600	50,000	10,000	1,059 400	3 – – Not liable	5,787 10 –	31	- ditto.
1,823	New Mill Gaslight Company (Limited).	Supplying New Mill and neighbouring villages, in the county of York, with gas.	New Mill, near Holmfirth.	11 Oct. -	12	91	7,000	1,400	340	5 – –	1,638 – –	42	- ditto.
1,824	Northfleet Docks Company (Limited).	To construct wet and dry docks, wharves, &c. at Northfleet, in Kent.	Not stated - - -	12 Oct. -	7	35	1,500,000	75,000	35	20 – –	700 – –	7	Not known.
1,825	Birmingham Small Arms Company (Limited).	The making of small arms for military and other purposes.	Steelhouse-lane, Birmingham.	12 Oct. -	11	630	100,000	4,000	3,157	12 10 –	39,520 – –	50	Still in operation.
1,826	Indian Carrying Company (Limited).	The conveyance of passengers and goods, in the East Indies, by means of canals and tramways.	7, Broad-street Buildings, E. C.	12 Oct. -	7	35	100,000	50,000	20,541	1 – –	20,541 – –	322	- ditto.
1,827	Cheltenham Montpelier Gardens Company (Limited).	To lay out and maintain the Montpelier Gardens, Cheltenham, and to erect a music-hall, baths, &c. thereon.	Montpelier Baths, Bath-road, Cheltenham.	14 Oct. -	20	270	12,000	1,200	270	2 – –	1,020 – –	60	- ditto.

1,828	Harwich Steam Towing Company (Limited).	The towing and salvage of vessels, and the conveying of passengers and goods.	59, Church-street, Harwich.	14 Oct. -	7	29	[illegible]	[illegible]					
1,829	Liverpool Farming Company (Limited).	To purchase bread, and fatten cattle, sheep, pigs, and poultry.	43, Castle-street, Liverpool.	15 Oct. -	8	90	15,000	1,500	1,129	8 - -	9,032 - -	90	No longer in operation.
1,830	Perseverance Cotton and Commercial Company (Limited).	Growing cotton, flax, &c., cotton spinning and manufacturing, and mining.	Burnet Acres Wood, Bolton, near Todmorden, Yorkshire.	16 Oct. -	11	45	7,000	700	81	No return	No return -	20	- ditto.
1,831	Withburn Lead Mining Company (Limited).	The opening of mines, and prosecution of mining operations in England.	Boston Spa, near Tadcaster, Yorkshire.	17 Oct. -	6	505	10,000	5,000	1,000 500 1,500	2 - - 1 - - - 15 -	3,582 10 -	23	Still in operation.
1,832	Northern Bengal Tea Company (Limited).	Cultivating the tea plant in the district of Darjeeling, in India, and manufacturing and exporting tea.	4, Adams Court, Old Broad-street, City.	17 Oct. -	8	160	60,000	12,000	3,899	4 - -	10,626 - -	54	- ditto.
1,833	Axton Mining Company (Limited).	Working certain mines at Axton, in the parish of Llanasa, in the county of Flint.	Axton, Llanasa, Flintshire.	18 Oct. -	7	113	20,000	200	110 45	100 - - 50 - -	13,250 - -	8	- ditto.
1,834	Telegraph to India Company (Limited).	To establish telegraphic communication between London and India, by way of Suez and Aden.	66, Moorgate-street, E.C.	21 Oct. -	7	350	100,000	50,000	45,400	1 - -	45,400 - -	363	Still in operation.
1,835	Ely Valley Colliery Company (Limited).	Purchasing and working certain coal and iron mines at Llantrissant, in the county of Glamorgan.	Not stated - - -	21 Oct. -	7	14	20,000	2,000	14	No return	No return -	7	Dissolved.
1,836	London City Boot and Shoe Company (Limited).	Manufacturing boots, shoes, &c. upon Wilkins's patent principle.	2, Birchin-lane, City -	23 Oct. -	8	270	10,000	10,000	270	- ditto -	- ditto -	8	Still in operation.
1,837	Roodee Iron Shipbuilding Company (Limited).	To purchase and carry on the business of the Roodee Iron Ship building Establishment at Chester.	21, Harrington-street, Liverpool.	24 Oct. -	7	105	100,000	10,000	484	5 - -	2,145 - -	34	Dissolved.
1,838	Deal and Walmer Pier Company (Limited).	Erecting a pier and landing-place at Deal.	43, Parliament-street, S.W.	26 Oct. -	7	7	12,000	1,200	7	No return	No return -	7	Still in operation.
1,839	Rockall Fishing, Fish Oil, and Fish Manure Company (Limited).	Fishing, fish curing, extracting oil from fish, and manufacturing manure from the refuse of fish.	3, Warwick-street, Charing Cross.	26 Oct. -	8	1,086	50,000	25,000	1,086	- ditto -	- ditto -	8	Wound up.
1,840	Preamimma Copper Mine Company (Limited).	Copper-mining in South Australia	30, Roper-street, Whitehaven.	28 Oct. -	7	1,350	14,000	4,000	3,600	3 10 -	12,600 - -	18	Still in operation.
1,841	West Silver Bank Mining Company Limited).	Mining for copper, lead, &c. in the county of Cardigan.	224 and 225, Gresham House, Old Broad-street.	28 Oct. -	7	280	18,000	63,000	955 2,500	1 5 - 3 - -	8,693 15 -	59	Wound up.
1,842	Elbe Colliery Company (Limited).	Purchasing and working certain coal mines granted to George Carne by the Government of Austria.	8, Leadenhall-street, E.C.	28 Oct. -	7	5,600	20,000	20,000	14,625	1 - -	14,625 - -	50	Still in operation.
1,843	Wivenhoe Gas Company (Limited).	Supplying Wivenhoe and vicinity with gas.	Not stated - - -	28 Oct. -	7	195	2,000	400	195	No return	No return -	7	Not known.
1,844	National Company for Boat Building by Machinery (Limited).	Purchasing and working certain patents for boatbuilding by machinery, now belonging to Mr. N. Thompson.	123, Fenchurch-street, E.C.	29 Oct. -	7	1,435	200,000	20,000	7,607 1,380	10 - - Not liable	73,775 - -	133	Still in operation.
1,845	Paris Land Company (Limited).	Purchasing land in the environs of Paris, improving, building upon, and letting or selling same.	- ditto.	30 Oct. -	7	7	100,000	10,000	7	No return	No return -	7	No longer in operation.
1,846	Atlas Coal Company (Limited)	Coal mining in the Forest of Dean.	53, Moorgate-street, City.	2 Nov. -	7	7	10,000	2,000	7	- ditto -	- ditto -	7	Not known.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1861:			£.			£. s. d.	£. s. d.		
1,847	Hindostan (Singhbhoom) Copper Company (Limited).	Copper mining and smelting in the district of Singhbhoom, in the East Indies.	9, Broad street Buildings	2 Nov. -	7	203	120,000	24,000	6,923 7,000	2 10 - 5 - -	50,229 - -	89	Still in operation.
1,848	Royal Forester Colliery Company (Limited).	Purchasing and working the Royal Forester Colliery, in the Forest of Dean.	- - - ditto - -	4 Nov. -	7	22	10,000	2,000	22	No return	No return -	22	No longer in operation.
1,849	Strand Family and Commercial Hotel Company (Limited).	To provide one or more hotels, and either to let the same or to carry on the business of hotel keepers, as may be thought fit.	21, New Bridge-street, Blackfriars.	5 Nov. -	7	7	50,000	25,000	7	- ditto -	- ditto -	7	- ditto.
1,850	British and South Carolina Steam Ship Company (Limited).	Steam communication between Liverpool and Charleston, in the State of South Carolina.	Not stated - - -	5 Nov. -	7	35	200,000	20,000	35	- ditto -	- ditto -	7	Not known.
1,851	Italian Coal and Iron Company (Limited).	Raising, getting, smelting, manufacturing iron, copper, coals, &c., in the kingdom of Italy.	Windsor Chambers, Great St. Helen's-place, City.	6 Nov. -	10	600	15,000	1,500	1,087	10 - -	10,870 - -	20	Still in operation.
1,852	Wheal Prudence Copper Mining Company (Limited).	Purchasing and working the Wheal Prudence Mine, in the parish of St. Agnes, in Cornwall.	18, East Parade, Leeds	8 Nov. -	7	35	25,000	25,000	15,500 4,500	- 12 6 Not liable	8,182 15 -	84	- ditto.
1,853	Harwood and Bradshaw Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Palatine-buildings, Knowsley-street, Bolton, Lancashire.	8 Nov. -	11	307	30,000	6,000	818	1 17 6	1,271 5 -	117	Dissolved.
1,854	Gigg Spinning and Manufacturing Company (Limited).	- - ditto - - ditto - -	Gigg, near Bury, Lancashire.	8 Nov. -	8	314	8,000	800	580	10 - -	5,800 - -	8	Still in operation.
1,855	British Patent Charcoal and Gas Company (Limited).	Manufacturing charcoal, gas, and chemical and other products, from woody and other substances.	Wild's Rents, Long-lane, Bermondsey.	11 Nov. -	7	200	10,000	1,000	501	10 - -	4,735 - -	16	- ditto.
1,856	Tideswell Gaslight and Coke Company (Limited).	Supplying Tideswell, in the county of Derby, with gas.	Mr. R. Chadwick's, Tideswell.	11 Nov. -	8	235	2,000	2,000	2,000	1 - -	1,973 17 6	113	- ditto.
1,857	Plumstead and Woolwich Co-operative Provision Company (Limited).	Trading in all kinds of provisions, manufacturing and selling bread, wearing apparel, furniture, &c.	5, Union-row, Woolwich	12 Nov. -	7	32	1,000	4,000	1,144	- 5 -	279 9 1½	240	- ditto.
1,858	Corsican and Mediterranean Gas Company (Limited).	Supplying Bastia and Ajaccio, in the island of Corsica, and other Mediterranean towns with gas.	7, Skinner-street, Size-lane, E. C.	12 Nov. -	7	380	25,000	2,500	944½	10 - -	9,449 - -	19	- ditto.
1,859	Abbotts' Bow Brewery Company (Limited); now called the Bow Brewery Company (Limited).	Purchasing and carrying on the brewery business of Messrs. Abbott, of Bow.	High-street, Bow, Middlesex.	13 Nov. -	7	220	50,000	500	350	100 - -	35,000 - -	18	- ditto.
1,860	Bryn Hope Lead Mining Company (Limited).	Purchasing and working the Bog Bryn, Crach, and Bryn Hope Lead Mines, in the parish of Caron, Cardiganshire.	Broad-street Chambers, 57, Old Broad-street.	15 Nov. -	14	14	10,000	200	71	50 - -	3,550 - -	7	- ditto.

1,861	Mwyndy Iron Ore Company (Limited).	Mining for iron ore, limestone, &c., and manufacturing and selling iron.	4, Allhallows Chambers, Lombard-street, E.C.	15 Nov. -	8	2,000	160,000	40,000	40,000	2 10 -	100,000 - -	108	Still in operation.
1,862	East India Cotton Agency (Limited).	Commission agency and general trading in Indian cotton and produce.	50, King William-street	15 Nov. -	7	35	500,000	50,000	7,172	5 - -	33,539 2 7	152	- ditto.
1,863	Sheffield Co-operative Commercial and Manufacturing Company (Limited).	Carrying on several trades for the purpose of improving the moral and social position of the persons engaged therein.	35½, Norfolk-street, Sheffield.	16 Nov. -	7	35	10,000	10,000	134	- 12 -	58 15 6	47	- ditto.
1,864	Hafod Lead Mining Company (Limited).	Acquiring, working, and letting mines and mineral property.	25, Poultry - -	16 Nov. -	7	600	50,000	10,000	3,186	1 10 -	2,946 10 -	62	- ditto.
1,865	Santa Barbara Gold Mining Company (Limited).	To purchase and work the Pari Gold Mine, in the province of Minas Geraes, in Brazil.	28, Exchange Alley North, Liverpool.	16 Nov. -	8	3,100	60,000	60,000	60,000	- 12 6	36,068 15 -	362	- ditto.
1,866	Atherton Public Hall Company (Limited).	To provide a building, with accommodation, for holding the petty sessions, concerts, &c.	Atherton, Lancaster.	19 Nov. -	7	55	500	250	182	2 - -	364 - -	32	- ditto.
1,867	Leeds (King-street) Warehouse Company (Limited).	To erect warehouses and offices in King-street, Leeds, and to let or otherwise dispose of the same.	23, Park-row, Leeds -	19 Nov. -	10	163	12,000	480	163	No return	No return -	10	- ditto.
1,868	Patent Tunnelling and Mining Machine Company (Limited).	To purchase and work a certain patent for improvements in machinery for tunnelling, &c.	3, Bank Buildings, E.C.	20 Nov. -	10	2,050	120,000	95,000	2,500	4 10 -	4,285 - -	21	- ditto.
1,869	Llanmorlais Colliery Company (Limited).	Purchasing and working certain coal mines, in the county of Glamorgan.	25, Bucklersbury, City	20 Nov. -	7	270	20,000	10,000	270	No return	No return -	7	Dissolved.
1,870	Ascot Hotel and Stables Company (Limited).	To erect an hotel at or near Ascot Heath, with stables and necessary accommodation for trainers, &c.	Care of J. F. Clarke, Ely Road, Newmarket.	21 Nov. -	8	165	10,000	1,000	929	10 - -	7,635 - -	61	Still in operation.
1,871	Ribchester Cotton Manufacturing Company (Limited).	Cotton manufacturing - -	Ribchester, Lancashire	22 Nov. -	11	64	6,000	1,200	701	5 - -	3,355 - -	109	Dissolved.
1,872	Staffordshire Potteries Street Railway Company (Limited).	Conveyance of passengers and goods by means of tramways in the Staffordshire Potteries district.	6, Trinity-street, Hanley.	22 Nov. -	12	240	20,000	4,000	1,341	5 - -	6,178 5 -	93	Still in operation.
1,873	St. Just United Tin and Copper Mining Company (Limited).	Purchasing and working certain mines in the parish of St. Just, in Cornwall.	15, Finsbury-place, S. -	22 Nov. -	7	31	20,000	8,000	7,500 500	2 - - 2 10 -	15,622 - -	101	- ditto.
1,874	Bristol Pleasure Gardens Company (Limited).	For forming a public park, garden, and pleasure-grounds at Bristol.	75, Castle-street, Bristol	23 Nov. -	10	97	10,000	10,000	1,293	- 1 - per month	482 - -	324	- ditto.
1,875	Amman (Aberdare) Colliery Company (Limited).	Purchasing and working certain collieries in the county of Glamorgan.	27, Leadenhall-street, E. C.	26 Nov. -	7	65	100,000	10,000	5,156	7 10 -	42,622 10 -	84	- ditto.
1,876	International Mercantile Company (Limited).	The transaction of all business of a mercantile, financial, and commercial character, whether relating to home or foreign countries.	54 D., Moorgate-street Buildings.	26 Nov. -	7	1,240	100,000	10,000	1,240	No return	No return -	7	Not known.
1,877	Madras Coffee Company (Limited).	The cultivation of coffee in the Hill Districts of Southern India.	21, Great St. Helen's, E. C.	27 Nov. -	7	7	28,000	28	25	400 - -	9,450 - -	24	Still in operation.
1,878	London American Publishing and General Literary Agency Company (Limited).	Publishing a journal called the "London American," and for doing a general literary agency.	Not stated - - -	29 Nov. -	7	400	3,000	3,000	400	No return	No return -	7	Not known.
1,879	Bromlow Mining Company (Limited).	Mining on the Bromlow Manor, near Shrewsbury.	28, Bucklersbury, City	2 Dec. -	7	7	18,000	18,000	7	- ditto -	- ditto -	7	Dissolved.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1861:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
1,880	Halifax Public Rooms Company (Limited).	Purchasing and letting the New Assembly Rooms at Halifax.	5, The Square, Halifax, Yorkshire.	2 Dec. -	8	203	5,000	1,000	663	5 - -	3,315 - -	39	Still in operation.
1,881	Leicester Co-operative Land and Building Company (Limited).	Building, buying, selling, or letting of property for gain.	16, Morledge-street, Leicester.	2 Dec. -	7	90	20,000	20,000	310	- 6 -	81 9 -	14	Dissolved.
1,882	Colston's Hall Company (Limited).	Erecting public rooms, or halls, in the city of Bristol.	St. Augustine's - place, Bristol.	3 Dec. -	13	190	12,000	1,200	705	3 - -	1,971 - -	105	Still in operation.
1,883	Bingley Manufacturing Company (Limited).	Cotton spinning and manufacturing, mining, and farming.	Odd Fellow's-hall, Waddington-street, Bingley, Yorkshire.	4 Dec. -	7	7	30,000	6,000	91	1st Class, 5s. p' mth. 2d Class, 2/6 p' mth.	342 15 -	64	- ditto.
1,884	Aldershot-street Rail Company (Limited).	Laying down tramways between Farnborough, Aldershot and the camp, for the conveyance of passengers, goods, &c.	Victoria-street, Aldershot, Hants.	4 Dec. -	7	7	20,000	4,000	7	No return	No return -	7	No longer in operation.
1,885	Borough Carriage Works Company (Limited).	Coach-builders, trimmers, and repairers.	96, Upper Hill-street, Toxteth-park, Liverpool.	5 Dec. -	8	150	3,000	600	260	3 10 -	910 - -	15	Still in operation.
1,886	Natal Cotton Company (Limited).	The cultivation of cotton, and other produce in the Colony of Natal.	150, Leadenhall-street -	6 Dec. -	7	210	50,000	10,000	210	No return	No return -	7	No longer in operation.
1,887	International Club Company (Limited).	To establish a club-house, with offices for the exchange of money, commercial inquiries, &c.	9, Gracechurch - street, City.	6 Dec. -	7	11	25,000	5,000	11	- ditto -	- ditto -	7	- ditto.
1,888	Hop Exchange Company (Limited).	Erecting a building for an exchange, and making advances upon hops, &c.	216, Upper Thames-street, London.	7 Dec. -	10	23	100,000	20,000	23	- ditto -	- ditto -	10	- ditto.
1,889	Manchester Masonic Hall Company (Limited).	To provide a building at Manchester to be used as a masonic hall.	100, Market - street, Manchester.	7 Dec. -	11	63	10,000	2,000	1,137	1 10 -	1,705 10 -	188	Still in operation.
1,890	Anglo - Parisian Company of Great Manutentions (Limited).	Preserving and grinding corn, and making and selling bread.	Not stated - - -	9 Dec. -	9	4,485	480,000	24,000	4,485	No return	No return -	9	Not known.
1,891	Pontypridd Waterworks Company (Limited).	Supplying the town of Pontypridd, in the county of Glamorgan, with water.	County Court, Pontypridd, Glamorganshire.	9 Dec. -	14	500	3,500	3,500	3,367	1 - -	2,797 9 -	119	Still in operation.
1,892	Chertsey Gas Consumer's Company (Limited)	Supplying Chertsey with gas -	The Registrar's rooms, Guildford - street, Chertsey, Surrey.	11 Dec. -	7	110	3,900	1,200	600 600	4 10 - 1 10 -	3,900 - -	83	- ditto.
1,893	New Ecton Mining Company (Limited).	Mining at or near to the Ecton Mountain, in the county of Stafford.	10, Cross-street Chambers, Manchester.	12 Dec. -	7	52	10,000	1,000	845	10 - -	6,760 - -	22	- ditto.
1,894	Bridgnorth Gas Company (Limited).	Supplying Bridgnorth with gas -	High-street, Bridgnorth, Salop.	12 Dec. -	73	794	5,000	1,000	1,000	4 10 -	4,500 - -	73	- ditto.
1,895	Equitable Trading and Agency Company (Limited).	Carrying on the trade of general dealers, and selling articles of food, clothing, furniture, &c.	10, Clifford's-inn, E.C.	12 Dec. -	8	45	5,000	5,000	45	No return	No return -	8	No longer in operation.

1,896	Stretford Town Hall Company (Limited).	To erect a town hall at Stretford, Lancashire.	Town hall, Stretford -	13 Dec. -	7	160	2,000	2,000	684	1 - -	684 - -	36	Still in operation.
1,897	Shiloh Mill Company (Limited)	Cotton spinning and manufacturing.	Not stated - - -	16 Dec. -	9	40	5,000	100	40	No return	No return -	9	No longer in operation.
1,898	Coventry Commercial Company (Limited).	Supplying the shareholders of the company and others with articles of general use and consumption.	63, Howard-street, Coventry, Warwickshire.	18 Dec. -	7	70	2,000	2,000	320	- 3 -	65 1 9	32	- ditto.
1,899	Abernant Silver Lead Mining Company (Limited).	Purchasing and working a certain silver lead mine at Abernant, Cardiganshire.	Not stated - - -	18 Dec. -	11	100	25,000	10,000	100	No return	No return -	11	Dissolved.
1,900	London and South of Ireland Direct Telegraph Company (Limited).	To establish telegraphic communication between London and the South of Ireland.	7, Broad-street Buildings, E. C.	19 Dec. -	8	160	100,000	10,000	160	- ditto -	- ditto -	8	No longer in operation.
1,901	Huddersfield Bowling-green Company (Limited).	To provide a bowling-green, buildings, and premises at Huddersfield.	Club-room, Priest, Huddersfield.	19 Dec. -	11	37	400	43	43	10 - -	430 - -	43	Still in operation.
1,902	Hasland Colliery Company (Limited).	Working certain coal mines at Hasland in the parish of Chesterfield.	Hasland, Chesterfield -	21 Dec. -	9	230	5,000	1,000	230	No return	No return -	9	No longer in operation.
1,903	Pangbourne Gas-light and Coke Company (Limited).	Supplying the villages of Pangbourne and Whitchurch in the counties of Berks and Oxon with gas.	Pangbourne, Berks -	24 Dec. -	9	68	1,500	150	68	10 - -	1,500 - -	31	Still in operation.
1,904	India Freehold Land Colonization Trust and Agency Association (Limited).	Purchasing, improving, and selling or otherwise disposing of land in India, &c., and carrying on a general agency and commission business.	2, Broad-street Buildings, E. C.	26 Dec. -	7	35	100,000	100,000	35	No return	No return -	7	Wound up.
1,905	Dedham Gaslight Coke and Coal Company (Limited).	Supplying Dedham and neighbourhood with gas.	Dedham, Essex - -	27 Dec. -	16	87	1,000	200	87	5 - -	1,000 - -	37	Still in operation.
1,906	Ty Maur West Slate Quarry Company (Limited).	Purchasing and working the "Ty Maur West" Slate Quarry, in Carnarvonshire.	63, King-street, Manchester.	27 Dec. -	7	185	10,000	2,000	360 1,315	5 - - 2 10 -	No return -	40	- ditto.
1,907	Salford Co-operative Loan Company (Limited).	Lending money and discounting bills.	94 A, Chapel-street, Salford.	27 Dec. -	11	17	2,000	400	17	No return	- ditto -	11	No longer in operation.
1,908	British and Eastern Steam Navigation Company (Limited).	Steam navigation between Great Britain and places abroad.	150, Leadenhall-street, E. C.	27 Dec. -	8	320	750,000	75,000	570	- ditto -	- ditto -	12	Not known.
1,909	Workington Iron Company (Limited).	Manufacturing pig-iron, malleable iron and steel.	Workington, North Side, Cumberland.	28 Dec. -	15	100	50,000	100	100	350 - -	35,000 - -	15	Still in operation.
1,910	Liverpool Loan Company (Limited).	Lending money and discounting bills.	87, Lord-street, Liverpool.	30 Dec. -	9	380	200,000	20,000	1,000 1,000	10 - - 5 - -	15,000 - -	101	- ditto.
1,911	Mildenhall Engineering and Agricultural Implement Company (Limited).	For conducting the engineering, iron, and brass foundry, and agricultural implement manufactory at Mildenhall in Suffolk.	Mildenhall, Suffolk -	30 Dec. -	9	33	2,000	80	62	25 - -	1,230 - -	14	- ditto.
1,912	Colnbrook Gas Company (Limited).	Supplying Colnbrook and vicinity with gas.	Colnbrook, Bucks -	1862: 1 Jan. -	7	75	2,000	400	328	5 - -	1,640 - -	37	- ditto.
1,913	Lavender's Patent Oil Company (Limited).	Distilling, buying, and vending oil, paraffin, &c.	15, Fish-street Hill, City.	2 Jan. -	7	440	20,000	2,000	1,875	6 - -	11,650 - -	42	- ditto.
1,914	Over Darwen Industrial Co-operative Manufacturing Company (Limited).	Cotton spinning and manufacturing, working collieries and slate quarries, and farming.	4, Townley-street, Bolton-road, Over Darwen, Lancashire.	3 Jan. -	7	11	10,000	2,000	58	- 12 6½	36 8 6	44	- ditto.
1,915	Manchester Co-operative Building Company (Limited).	To carry on the business of general builders, for the purpose of improving the condition of the persons employed.	Not stated - - -	3 Jan. -	11	48	10,000	10,000	48	No return	No return -	11	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1862:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
1,916	North Wheal Providence Tin and Copper Mining Company (Limited).	Working certain mines of tin and copper at St. Ives, Cornwall.	Not stated - - -	4 Jan. -	7	1,250	12,000	6,000	1,250	No return	No return -	7	Dissolved.
1,917	Trolway Metal and Japan Works (Limited).	To purchase and carry on the Trolway iron and japan works at Bethnal Green.	7, Skinners-place, Size-lane, E.C.	4 Jan. -	7	12	10,000	1,000	12	3 - -	36 - -	7	Still in operation.
1,918	Birtley Coal Company (Limited).	To purchase and work certain mines near Gateshead, known as the "Birtley Colliery."	30, Great Winchester-street, E.C.	6 Jan. -	10	2,820	50,000	50,000	2,820	No return	No return -	10	No longer in operation.
1,919	London and Queenstown Direct Telegraph Company (Limited).	The laying a line of sub-marine electric telegraph, between St. David's Head, Pembrokeshire, and Wexford in Ireland.	Telegraph-street, Moorgate-street, E.C.	7 Jan. -	8	215	25,000	2,500	215	- ditto -	- ditto -	8	No longer in operation; business transferred to another Company.
1,920	Ornamental Pyrographic Woodwork Company (Limited).	Purchasing and working certain patents for improvements in ornamenting wood, &c.	26, Change-alley Cornhill.	9 Jan. -	8	190	30,000	6,000	1,791	5 - -	5,560 5 -	47	Still in operation.
1,921	Hedingham's Gaslight Company (Limited).	Lighting-Castle Hedingham and Sible Hedingham with gas.	High-street, Castle-Hedingham, Essex.	10 Jan. -	7	80	2,000	800	688	2 10 -	1,720 - -	30	- ditto.
1,922	Hadleigh Gas Consumers Company (Limited).	Supplying Hadleigh and vicinity with gas.	Bridge-street, Hadleigh, Suffolk.	11 Jan. -	7	170	3,000	600	570	5 - -	2,828 - -	55	- ditto.
1,923	Norfolk Square Hotel Company (Limited).	To carry on the business of hotel and tavern keepers at Paddington.	23, London-street, Paddington.	16 Jan. -	7	27	8,000	80	53	100 - -	4,780 - -	13	- ditto.
1,924	East Polberro Tin Mining Company (Limited).	Mining for tin and copper at St. Agnes, Cornwall.	25, Waterhouse-street, Halifax.	17 Jan. -	7	35	8,000	8,000	4,810	Not stated	1,900 12 6	81	- ditto.
1,925	Warmley Colliery and Spelter Works Company (Limited).	Mining for coal, blende, and other minerals, and the manufacture and sale of spelter and zinc.	17, King's-Arm's-yard, Moorgate-street.	18 Jan. -	7	7	70,000	7,000	7	No return	No return -	7	No longer in operation.
1,926	Darjeeling Brewery Company (Limited).	Brewing ale and porter in the district of Darjeeling, in the presidency of Bengal.	52, Lincoln's-Inn Fields	18 Jan. -	7	583	9,600	1,600	981	2 14 -	2,556 9 -	11	Still in operation.
1,927	Diggle Vale Gunpowder Company (Limited).	Manufacturing gunpowder, or substitutes for gunpowder.	Rotchers in Diggle Vale, Saddleworth, Yorkshire.	20 Jan. -	10	123	5,000	500	158	5 - -	1,480 - -	19	Dissolved.
1,928	General Steam Fuel Company (Limited).	The manufacture and sale of steam fuel.	21, Manchester Buildings, Westminster.	21 Jan. -	7	380	30,000	30,000	770	- Nil. -	- Nil. -	10	No longer in operation.
1,929	London Co-operative Oil and Colour Society (Limited), now called the London Oil and Colour Company (Limited).	The manufacture and sale of all articles necessary for oilmen and painters' trades.	65 and 67, St. George's-street, London Dock.	21 Jan. -	7	54	12,000	2,400	790	5 - -	3,913 3 6	74	Still in operation.
1,930	British Paper Manufacturing Company (Limited).	The manufacture and sale of paper.	2, Adelphi - terrace, Strand.	21 Jan. -	7	70	60,000	6,000	70	No return	No return -	7	- ditto.
1,931	Airedale Co-operative Building and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Britannia Hall, Keighley, Yorkshire.	24 Jan. -	9	38	15,000	6,000	418	1 *s.* p'mth.	744 15 10	235	- ditto.
1,932	Capula Silver Mining Company (Limited).	Working the "Capula" silver mine in Mexico.	16, Cannon-street, City	27 Jan. -	7	1,970	50,000	25,000	20,000	1 - -	15,000 - -	245	- ditto.

1,933	Ely Valley Coa Company (Limited); now called the Glamorgan Coal Company (Limited).	Working of coal and other minerals in the Ely Valley, and in other parts of Glamorganshire.	Lwynyfrid, Pontypridd	28 Jan.	7	121	12,100	121	121	74 – –	8,945 – –	7	ditto.
1,934	Leeds Victoria Chambers Company (Limited).	To erect buildings and vaults suitable for the accommodation of professional and mercantile men.	23, Park-row, Leeds	29 Jan.	8	225	6,000	3,000	3,000	1 – –	3,000 – –	29	ditto.
1,935	Bromfield Hall Coal and Cannel Company (Limited).	To purchase an estate at Mold, Flintshire, for the purpose of raising and disposing of the minerals thereunder.	Carlton Buildings, Cooper-street Manchester.	29 Jan.	8	12	20,000	20	15	1,000 – –	15,000 – –	9	ditto.
1,936	Bollington Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing, working collieries and slate quarries, and farming.	Church-street, Bollington, near Macclesfield.	29 Jan.	7	350	20,000	4,000	618 96 10 28 131	5 – – 4 10 – 2 10 – 4 15 – 4 5 –	3,910 5 –	63	ditto.
1,937	Westminster Brewery Company (Limited).	To purchase and carry on the brewery business of Mr. James Thorne, in Earl-street, Westminster.	Duke-street, Adelphi, W. C.	29 Jan.	8	275	280,000	14,000	9,342	7 10 –	80,067 10 –	165	ditto.
1,938	Yeadon Waterworks Company (Limited).	Supplying Yeadon, in the county of York, with water.	Yeadon, Yorkshire	29 Jan.	11	330	3,000	3,000	2,031	1 – –	2,031 – –	154	ditto.
1,939	Great Darren Silver Lead Mining Company (Limited).	Purchasing and working the Great Darren Silver Lead Mines, in the county of Cardigan.	Not stated	30 Jan.	7	35	36,000	12,000	35	No return	No return	7	Dissolved.
1,940	Lancashire and Yorkshire Waggon Company (Limited).	Providing, selling, and letting railway waggons and trucks.	4, Broad-street, Bury	31 Jan.	7	160	100,000	10,000	1,250 1,250 2,500	10 – – 6 – – 1 – –	22,415 – –	81	Still in operation.
1,941	Mercantile Printing and Publishing Company (Limited).	Purchasing and carrying on the printing and publishing business of Messrs. Hogben & Godson, of New-street, Blackfriars.	71, Mark-lane, City	31 Jan.	7	490	5,000	5,000	490	No return	No return	7	No longer in operation.
1,942	Manelle Vale Tab-y-sarn Freehold Slate Company (Limited).	To purchase the Tab-y-sarn Estate, situate at Llandwrog, in the county of Carnarvon, and to quarry and work the slate rock thereon.	18, New Broad-street, E. C.	1 Feb.	7	193	25,000	250	191	20 – –	3,860 – –	7	Still in operation.
1,943	Caen-y-Coed Slate and Slab Company (Limited).	Purchasing and working the Caen-y-Coed and other slate and slab quarries at or near to Maentwrog, Merionethshire.	24, Abingdon-street, Westminster.	1 Feb.	7	500	5,000	500	500	8 – –	3,465 – –	12	ditto.
1,944	Central Snailbeach Mining Company (Limited).	Acquiring and working certain mines at Worthen, Salop, and elsewhere.	Office of Mr. S. Harley Kough, solicitor, Swan-hill, Shrewsbury.	1 Feb.	7	70	10,000	10,000	1,330 397 4,887	1 – – 1 – – 1 – –	6,510 2 6	75	ditto.
1,945	North Lancashire Patent Machine Brick and Tile Making Company (Limited).	The making and manufacturing bricks and tiles by Grimshaw & Lewis's patent machinery.	Company's Works at Medlar-with-Wesham, Lancashire.	5 Feb.	9	185	10,000	2,000	185	No return	No return	9	Dissolved.
1,946	Yudanamutna Copper Mining Company of South Australia (Limited).	Mining in South Australia	1, Charlotte's-row, Mansion House.	5 Feb.	7	600	135,000	45,000	45,000	3 – –	135,000 – –	596	Still in operation.
1,947	Tradesman's Loan and Discount Company (Limited).	Discounting bills and lending money.	36, New-street, St. John's Wood.	5 Feb.	7	62	10,000	2,000	238	1 5 –	249 8 2	34	ditto.
1,948	Patent Window Sash and Improved Ventilation Company (Limited).	Purchasing and working a certain patent for improvements in window sashes.	36, Cannon-street, London.	6 Feb.	7	121	40,000	80,000	121	No return	No return	7	No longer in operation.
1,949	Leeds and District Oil Mill Company (Limited).	Manufacturing, buying, and selling oil-cake, and the spinning and weaving, &c. of cotton, wool, &c.	Leeds, Yorkshire	7 Feb.	8	100	5,000	5,000	200	– 5 6	23 13 6	14	Still in operation.
1,950	Economic Sugar Refinery Company (Limited).	Sugar refining	Not stated	10 Feb.	7	70	50,000	10,000	70	No return	No return	7	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued*.			1862:			£.			£. *s*. *d*.	£. *s*. *d*.		
1,951	Wheal, Alfred James, Tin and Copper Mining Company (Limited).	Mining for tin and copper ores at St. Dennis, in Cornwall.	10, Symond's Inn, Chancery-lane.	10 Feb.	7	2,570	8,000	4,000	2,570	No return	No return	7	Dissolved.
1,952	Wellington Mining Company (Limited).	The taking and working of mines and mineral properties in the county of Merioneth.	Not stated	12 Feb.	7	5,903	6,000	6,000	5,903	ditto	ditto	7	ditto.
1,953	North Vigra Mining Company (Limited).	The taking and working of mines and mineral properties in Merionethshire.	Not stated	12 Feb.	7	1,252	4,320	4,320	1,252	ditto	ditto	7	ditto.
1,954	Aerated Bread Company (Limited).	The manufacture and sale of bread of every or any sort or sorts.	7, Paradise-row, Islington.	14 Feb.	7	370	3,700	370	370	ditto	ditto	7	No longer in operation.
1,955	Kingswinford and District Gas-light Company (Limited).	Supplying gas to Kingswinford, Himley, and Wombourne, all in the county of Stafford.	Brierly-hill, Kingswinford, Stafford.	15 Feb.	10	100	20,000	2,000	375	7 – –	2,625 – –	26	Still in operation.
1,956	Manchester Queensland Cotton Company (Limited).	Growing in the colony of Queensland.	3, Bank-street, Manchester.	17 Feb.	12	12	12,000	12	12	500 – –	6,000 – –	12	ditto.
1,957	Nant Minera Mining Company, 1862 (Limited).	Mining at Minera, in the parish of Wrexham, in the county of Denbigh.	Nant New Mills, Bertham, near Wrexham.	19 Feb.	8	60	10,240	512	511	4 12 –	2,286 18 11	191	ditto.
1,958	Blackpool Pier Company (Limited).	The providing an extensive and agreeable promenade at Blackpool, Lancashire, over the sea, at high water.	Layton-with-Warbrick, Lancashire.	20 Feb.	11	232	12,000	2,400	2,400	4 – –	9,420 – –	113	ditto.
1,959	Rio de Janeiro City Improvements Company (Limited).	The execution of certain works for the drainage, &c. of the City of Rio de Janerio, authorised by the Brazilian Government.	Gresham-house, Old Broad-street.	20 Feb.	7	700	850,000	34,000	7,821 26,179	25 – – 4 – –	300,241 – –	531	ditto.
1,960	Keynsham Blue Lias, Lime and Cement Company (Limited).	The carrying on the business of a lime, cement, brick, and manure Company.	2, Winchester-buildings, Great Winchester-street.	20 Feb.	10	41	50,000	5,000	1,942	7 – –	5,257 10 –	50	Dissolved.
1,961	Don Pedro North Del Rey Gold Mining Company (Limited).	Acquiring and working certain mines called Bracutu, situate in the province of MinasGeraes, in Brazil.	9, Liverpool-street, City	20 Feb.	9	450	100,000	100,000	70,000	– 10 –	35,000 – –	421	Still in operation.
1,962	Barrow Gas Company (Limited).	Supplying the town of Barrow, in the county of Lancaster, with gas.	James-terrace, Barrow-in-Furness, Lancashire.	21 Feb.	20	180	4,000	400	180	No return	No return	20	Dissolved.
1,963	North London Temperance Hall Company (Limited).	Providing commodious premises for a temperance hall, with or without a temperance hotel.	Temperance Hall, Wers-passage, Charlton-street, Euston-road.	21 Feb.	7	26	2,000	2,000	94	6*d*. per wk.	45 7 –	42	Still in operation.
1,964	London and Burton Brewery Company (Limited).	To purchase and carry on the Old Queen's Head Brewery at Ratcliffe, and Meakin's Brewery, at Burton-upon-Trent.	Queen's Head Brewery, Ratcliffe, E.	21 Feb.	7	3,005	20,000	4,000	not stated	3 – –	11,903 – –	43	ditto.
1,965	Epping Gas Company (Limited).	Supplying Epping, in the county of Essex, with gas.	High-street, Epping	22 Feb.	7	55	2,500	250	107	1 – –	107 – –	17	ditto.

1,966	Indian Tramway Company (Limited).	The introduction of a system of tramways in connexion with the railways throughout India.	62, Moorgate-street, E.C.	25 Feb. -	9	900	1,000,000	200,000	13,108	2 - -	48,071 - -	251	[illegible]
1,967	Upper Norwood Hotel Company (Limited).	To carry on the business of an hotel and hydropathic establishment at Upper Norwood, Surrey.	8, Finch-lane, City -	26 Feb. -	7	35	50,000	10,000	35	No return	No return -	7	No longer in operation.
1,968	Submerged Treasure Recovery Company (Limited).	Raising ships and their cargoes, &c., sunk in the sea or other waters, and the conveyance of passengers and goods in steam and other vessels.	Albion Chambers, Small-street, Bristol.	28 Feb. -	7	26	36,000	720	26	- ditto -	- ditto -	7	Dissolved.
1,969	Trewarmet Delabole Slate Company (Limited).	Quarrying, raising, and selling slates, slabs, and other minerals.	24, Basinghall - street, City.	28 Feb. -	7	205	50,000	10,000	205	Nil -	Nil - -	7	Still in operation.
1,970	Malpas Gas Company (Limited).	Supplying Malpas, in the county of Chester, with gas.	Well-street, Malpas, Cheshire.	1 March	9	215	800	800	785	1 - -	785 - -	37	- ditto.
1,971	East Clogan Gold Mining Company (Limited).	Mining for gold and other minerals at Llaneltyd, in the county of Merioneth.	2, Crown-court, Threadneedle-street.	3 March	9	9	50,000	50,000	50,000	- 5 -	9,371 5 -	349	- ditto.
1,972	Trimley Hall Lead Mining Company (Limited).	Purchasing and working the Vale of Ifrith Mine, situate in the parish of Hope, in the county of Flint.	3, Great St. Helens, City.	3 March	18	2,240	2,500	2,500	1,250 1,250	1 - - - 12 6	1,678 15 -	47	- ditto.
1,973	International Exhibition and General Agency Company (Limited).	To carry on a general agency and commission business with the exhibitors and others interested in the International Exhibition of 1862.	22, King William-street, Strand.	3 March	7	512	5,000	1,000	512	No return	No return -	7	No longer in operation.
1,974	Brick Hill Farm Company (Limited).	To carry on the business of farmers, commencing with a certain farm at Solihull, Warwickshire.	Brick Kiln Farm, Shirley, Solihull, Warwickshire.	3 March	12	129	1,000	200	129	- ditto -	- ditto -	12	Still in operation.
1,975	Permanent Lime Light Company (Limited).	Purchasing and working certain patents relating to the permanent lime light.	1, Cannon-row, Westminster.	4 March	8	70	120,000	120,000	55,090	1 - -	55,090 - -	10	- ditto.
1,976	Imperial Sugar Refining Company (Limited).	Purchasing and working certain patents for improvements in the manufacture and refining of sugar.	9, Mincing-lane, E. C. -	4 March	10	1,150	100,000	5,000	2,408 762	15 - - 5 - -	51,360 - -	85	- ditto.
1,977	London Sufferance Wharf Company (Limited).	Carrying on the business of wharfingers and warehousemen.	65, Fenchurch - street, City.	5 March	7	350	300,000	30,000	350	No return	No return -	7	No longer in operation.
1,978	Vulcanized Gutta Percha Company (Limited).	Manufacture and sale of gutta percha goods according to a patent process.	9, Gracechurch - street, London.	5 March	7	80	60,000	6,000	3,915	10 - -	37,485 - -	34	Still in operation.
1,979	Metropolitan Railway Carriage and Waggon Company (Limited).	Providing engines, tools, carriages, &c., for railway companies, and others.	Salley works, Birmingham.	5 March	7	35	100,000	10,000	10,000	6 - -	56,868 - -	240	- ditto.
1,980	South Foxdale Silver Lead Mining Company (Limited).	Mining in the Isle of Man -	11, Waterloo - place, Pall Mall, S.W.	6 March	7	125	25,000	5,000	2,439	1 10 -	1,264 15 -	57	- ditto.
1,981	Railway Carriage Company (Limited).	To purchase and carry on the business of Mr. R. W. Johnson, rolling stock manufacturer at Oldbury, Worcestershire.	Oldbury, Worcestershire.	8 March	7	1,130	100,000	10,000	10,000	2 - -	21,080 - -	136	- ditto.
1,982	British Metal Extracting Company (Limited).	Working Henderson's patent methods for the treatment of ores, and extraction of metals therefrom.	- - - -	10 March	8	80	15,000	150	150	35 - -	5,250 - -	13	The registered office of this Company has been removed to Scotland, under the 212th section of the Companies Act.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
1,983	Bradford Exchange Company (Limited).	To provide a building to be used as an exchange, news-rooms, &c. at Bradford, in Yorkshire.	33, Kirkgate, Bradford, Yorkshire.	10 March	8	140	30,000	1,500	1,450	1 – –	1,450 – –	181	Still in operation.
1,984	Omnibus Conveyance Company (Limited).	Running omnibuses or other vehicles for public or private conveyance.	Atherton's Buildings, Dale-street, Liverpool.	15 March	10	690	10,000	2,000	1,445	3 10 –	4,563 16 –	27	- ditto.
1,985	Bagtor Mining Company (Limited).	Working the Bagtor Mine at Islington, in the county of Devon.	Abchurch Chambers, Abchurch-lane.	17 March	7	1,215	12,000	6,000	6,000	1 18 ¾ –	11,248 – –	77	- ditto.
1,986	Library Company (Limited) -	The formation and establishment of a circulating library.	25, Pall Mall, S.W. -	17 March	7	422	100,000	100,000	21,935 20,000	1 – – – 10 –	24,403 5 –	446	- ditto.
1,987	British Zinc Rolling Company (Limited).	Rolling spelter into sheet zinc, and other metals.	71, Mark-lane, E.C. -	18 March	8	330	10,000	5,000	1,205	2 – –	2,410 – –	8	- ditto.
1,988	Stockton Flour Company (Limited).	To carry on the business of millers and corn chandlers.	Stockton, Warwickhire	18 March	10	65	6,500	65	65	100 – –	6,500 – –	10	- ditto.
1,989	New West Dolcoath Copper Mining Company (Limited).	Purchasing and working the West Dolcoath Mine, situate in the parish of Gwinear, in Cornwall.	Not stated - - -	19 March	7	65	10,000	5,000	65	No return	No return -	7	Not known.
1,990	Equitable Furnishing Society (Limited).	To purchase, let on hire, and sell every description of household furniture.	8, Brunswick - square, W.C.	21 March	7	210	50,000	50,000	210	- ditto -	- ditto -	7	No longer in operation.
1,991	Channel Islands Hotel Company (Limited).	To build hotels, and carry on the business of hotel keepers in any of the Channel Islands.	18, South Quay, Weymouth.	21 March	9	145	80,000	16,000	244	1 5 –	284 10 –	22	Still in operation.
1,992	Tunbridge Wells Public Hall Company (Limited).	To erect a public hall, with club and other rooms.	Tunbridge Wells, Kent	21 March	7	155	8,000	1,600	588	No return	No return -	31	- ditto.
1,993	Kemey's Bridge Company (Limited).	Purchasing and re-opening the Kemey's Suspension Bridge.	Town Hall, Pontypool, Monmouth.	22 March	8	115	1,000	400	400	2 10 –	1,000 – –	41	- ditto.
1,994	New Zealand and Otago Agricultural and Land Investment Association (Limited).	To carry on the business of stock farmers and dealers in land, in the colony of New Zealand.	34, Great St. Helen's, City.	22 March	8	14	30,000	300	300	100 – –	30,000 – –	10	- ditto.
1,995	Steven's Patent Bread Machinery Company (Limited).	Bread making by machinery -	10, Old Jewry Chambers, E.C.	22 March	7	700	60,000	30,000	700	No return	No return -	7	Abandoned, and a new company bearing same name registered in its place.
1,996	Elliott's Patent Sheathing and Metal Company (Limited).	To purchase and carry on the business of Messrs. Elliott and Sons, at Selley Oak, near Birmingham.	Birmingham - -	25 March	17	90	125,000	125	125	800 – –	100,000 – –	27	Still in operation.
1,997	Montes Auroes Brazilian Gold Mining Company (Limited).	Mining in Brazil - - -	38, Broad-street Buildings, City.	26 March	8	400	200,000	100,000	99,290	2 – –	198 – –	417	- ditto.

1,998	First Gloucestershire (Bristol) Rifles Head Quarters Company (Limited).	To establish a rifle practice ground at Bristol, with refreshment and other rooms.	Queen's - road, Saint George's, Brandon-hill, Bristol.	26 March	10	190	10,000	2,000	1,005	5 - -	7,450 - -	240	- ditto.
1,999	Steven's Patent Bread Machinery Company (Limited).	Bread-making by machinery -	139, Cheapside, E.C. -	27 March	7	700	60,000	30,000	18,160	1 15 -	30,670 15 -	201	- ditto.
2,000	Liverpool Law Association (Limited).	To provide a building for the use of the Law Society of Liverpool.	1, Orange-court, Liverpool.	27 March	7	180	30,000	1,500	1,164	5 - -	6,015 - -	95	- ditto.
2,001	Bristol Brewing Company (Limited).	To carry on the business of a brewery at the Eagle Brewery, Bristol.	Eagle Brewery, Redcliffe Mead, Bristol.	27 March	7	213	10,000	1,000	283	10 - -	2,830 - -	8	Still in operation.
2,002	United Kingdom Ship Owning Company (Limited).	The purchase and building of ships, and the use, employment or letting same.	9, Fenchurch - street, London.	28 March	9	180	300,000	30,000	5,252	4 - -	10,527 - -	48	- ditto.
2,003	Brynambor Lead Mining Company (Limited).	Purchasing and working the Brynambor Mines, in the county of Cardigan.	7, Skinner's-place, Size-lane, E.C.	28 March	9	1,235	25,600	5,120	1,235	No return	No return -	9	Dissolved.
2,004	Bantry Bay Slate and Slab Company (Limited).	Purchasing and working certain slate quarries, in the county of Cork.	150, Leadenhall-street -	28 March	7	7	15,000	3,000	2,207	4 - -	3,989 - -	41	Still in operation.
2,005	Skegby Colliery Lime and Brick Company (Limited).	To purchase certain mineral rights and interests in the Skegby Hall Estate, and the carrying on the business of a mining, and smelting, brick making, and lime burning Company, generally.	Skegby Colliery, Skegby, Nottinghamshire.	31 March	10	629	60,000	12,000	2,430	2 - -	4,755 - -	39	- ditto.
2,006	Victoria Docks Engine Works' Company (Limited).	Repairing ships, engines, boilers, &c.	44, Coal Exchange, E.C.	2 April -	9	10	6,000	12	12	500 - -	6,000 - -	12	- ditto.
2,007	South Greenland Mining Company (Limited).	Mining in Greenland - - -	38, Broad-street Buildings, E.C.	2 April -	7	270	60,000	1,200	270	No return	No return -	7	No longer in operation.
2,008	Moelfra Slate and Slab Quarry Company (Limited).	Working the Moelfra Slate Quarries, in the county of Carnarvon.	2, Moorgate-street, E.C.	2 April -	7	325	50,000	5,000	3,750 1,250	3 - - 2 - -	17,500 - -	37	Still in operation.
2,009	British Tin and Copper Mining Company (Limited).	Purchasing and working the British Tin and Copper Mine at St. Roche, Cornwall.	28, Corporation - street, Manchester.	5 April -	7	6,000	9,000	6,000	6,000	No return	No return -	7	- ditto.
2,010	Bethell's Patent Coke Company (Limited).	Manufacturing coke or other fuel by a patent process.	Not stated - - -	7 April -	7	1,300	5,000	2,500	1,320	- 15 -	615 - -	8	- ditto.
2,011	North Grylls Tin Mining Company (Limited).	Purchasing and working the North Grylls Mine, situate at Zennor, in the county of Cornwall.	33, Great Winchester-street, E.C.	7 April -	7	106	12,000	4,000	106	No return	No return -	7	Dissolved.
2,012	Leeds Joint Stock Company of Builders (Limited).	Builders - - - - - -	3, Rose and Crown Yard, Leeds.	7 April -	7	7	120	12	10	5 - -	50 - -	10	Still in operation.
2,013	Birmingham Exchange Building Company (Limited).	To erect a building, with rooms for the Birmingham Exchange, Chamber of Commerce, &c.	29, Waterloo-street, Birmingham.	8 April -	19	349	25,000	1,000	1,000	1 - -	995 - -	111	- ditto.
2,014	Ceylon Company (Limited) -	Dealing in or with landed and other property in Ceylon, and transacting mercantile and other business in connexion with Ceylon.	12, Leadenhall - street, E.C.	8 April -	7	700	500,000	25,000	18,470	7 - -	128,916 - -	241	- ditto.
2,015	News Agents Newspaper and Publishing Company (Limited).	Purchasing, publishing, and selling newspapers, books, &c.	147, Fleet-street, E.C.	10 April -	7	55	5,000	5,000	325	- 1 - per week	190 11 -	67	- ditto.
2,016	Bishop's Waltham Clay Company (Limited).	Extracting certain matters from clay, chalk, lime, &c., and manufacturing and selling same.	Bishops Waltham, Southampton.	12 April -	7	301	100,000	1,000	500	75 - -	9,125 - -	12	- ditto.
2,017	Wellington (Salop) Public Buildings Company (Limited).	To provide assembly, reading, and other rooms at Wellington, Salop.	Walker-street, Wellington, Salop.	12 April -	17	170	3,000	600	190	2 - -	240 - -	20	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,018	Croston Gaslight Company (Limited).	Lighting Croston and neighbourhood with gas.	Town-road, Croston, near Chorley.	14 April -	9	104	1,300	260	260	5 – –	1,295 – –	23	Still in operation.
2,019	Grosvenor Investment Company (Limited).	Lending money on any description of property or security, and carrying on the business of auctioneers and house agents.	29A, Brook-street, Grosvenor-square.	14 April -	9	843	20,000	2,000	1,263	10 – –	12,630 – –	12	- ditto.
2,020	Calverley Gas Company (Limited).	Supplying Calverley, Yorkshire, with gas.	Calverley, near Leeds -	15 April -	8	138	10,000	2,000	500	5 – –	2,500 – –	24	- ditto.
2,021	Bayswater Athenæum and Club Company (Limited).	Carrying on the Bayswater Athenæum and Club, and providing a building for a literary institution, &c.	11 and 12, Westbourne-grove, Middlesex.	16 April -	7	11	10,000	1,000	11	No return	No return -	7	No longer in operation.
2,022	Singapore Gas Company (Limited).	Supplying coal gas or other light to the town and British settlement of Singapore.	25, Poultry, London -	17 April -	8	1,250	100,000	20,000	5,109	1 – –	7,291 – –	88	Still in operation.
2,023	Kent Colour Printing Company (Limited).	Colour printing - - -	Not stated - - -	17 April -	7	27	5,000	500	285	5 – –	1,350 – –	14	Dissolved.
2,024	Cwmbrane Mining Company (Limited).	Working the Casard and other mines in Carmarthenshire.	3, Great St. Helens, E.C.	17 April -	7	1,800	5,400	1,800	1,800	2 10 –	4,177 – –	33	- ditto.
2,025	Cork Carpet Company (Limited).	Manufacturing a material to be called "Cork Carpet," from an admixture of cork and other things.	Abchurch Chambers, Abchurch-lane, E.C.	17 April -	7	70	100,000	20,000	2,775 2,400	4 – – 5 – –	18,905 5 –	57	Still in operation.
2,026	Wenlock Smithfield Company (Limited).	To provide a market-place in the town of Much Wenlock.	Much Wenlock, Salop	22 April -	37	95	1,000	200	148	5 – –	432 10 –	54	- ditto.
2,027	Azotised Mineral Ash Manure Company (Limited).	The manufacture of manure from the sewage and waste of towns, &c.	19, Craven-street, Strand	23 April -	8	116	10,000	10,000	116	No return	No return -	8	No longer in operation.
2,028	Montgomeryshire Coal and Lime Company (Limited).	Dealing in coal, lime, &c. - -	Severn-street, Welshpool.	23 April -	8	136	20,000	2,000	1,620	3 – –	6,915 – –	16	Still in operation.
2,029	Gilvach Coal Company (Limited).	Working coal mines and the construction of iron works, and particularly the working of the Gilvach Coalfield, Glamorganshire.	6, Martin's-lane, Cannon-street, E.C.	23 April -	7	700	30,000	15,000	2,975 6,130	2 – – 1 – –	11,907 10 –	62	- ditto.
2,030	West Clogan Mining Company (Limited).	Working certain mineral property in the county of Merioneth.	28, Bucklersbury, E.C.	24 April -	7	502	40,000	40,000	24,670	1 – –	24,070 – –	84	- ditto.
2,031	Patent Parchment Company (Limited).	The manufacture of parchment and other articles by a patent process.	11, Adam-street, Adelphi	24 April -	7	5,020	50,000	10,000	5,020	No return	No return -	7	No longer in operation.
2,032	Veraguas Gold Deposits Company (Limited).	To develop and work two gold deposits, situate in the Veraguas in the Isthmus of Panama.	31, Bedford-row, Holborn	26 April -	7	32	4,000	4,000	32	- ditto -	- ditto -	7	Still in operation.
2,033	Ecclesiastical Institute (Limited).	Buying and selling advowsons, &c., and carrying on a general clerical agency business.	4, Monument-yard, E.C.	26 April -	7	7	50,000	10,000	108	Nil -	Nil - -	8	No longer in operation.

2,034	Bombay Gas Company (Limited).	The manufacture and supply of gas in the Presidency of Bombay or elsewhere, in India.	26, Bishopsgate-street Within.	26 April	7	7	250,000	50,000	19,625	2 – –	38,675 – –	264	Still in operation.
2,035	Dramatic Publishing and Agency Company (Limited).	Printing and publishing dramatic and other publications, and establishing dramatic and musical agencies.	6, Red Lion-court, Fleet-street.	28 April	8	116	1,000	1,000	116	No return	No return -	8	No longer in operation.
2,036	Burren Lead and Calamine Company (Limited).	Mining and smelting in Ireland -	193, Gresham House, Old Broad-street.	28 April	7	904	25,000	5,000	228 2,000	5 – –	1,140 – –	28	Dissolved.
2,037	North Great Work Tin Mining Company (Limited).	Working the North Great Work and other mines in Cornwall.	22, Unity-buildings, Lord-street, Liverpool.	28 April	7	3,605	18,000	6,000	6,000	2 5 –	12,899 – –	8	Still in operation.
2,038	St. Neot's Corn Exchange Company (Limited).	Erecting a corn exchange and market house at St. Neot's.	St. Neots, Huntingdonshire.	29 April	17	112	3,000	300	300	10 – –	2,476 – –	55	- ditto.
2,039	New Quay Patent Slip Company (Limited).	Constructing a patent slip for the repairs of ships, &c.	Not stated - - -	29 April	14	38	2,000	200	38	No return	No return -	14	Not known.
2,040	Universal Club and Permanent Exposition Company (Limited).	To form a club and establish a permanent exposition.	73, Cannon-street, West, E.C.	30 April	7	130	100,000	20,000	490	4 – –	1,467 16 1½	19	Still in operation.
2,041	Preserved Provision Company (Limited).	Preserving provisions by a patent process, and vending the same.	6, George-street, Old Montague - street, Whitechapel.	30 April	7	105	30,000	1,500	105	No return	No return -	7	No longer in operation.
2,042	Ventilation and Sanitary Improvements Company (Limited).	Purchasing and working certain patents relating to ventilation and sanitary improvements.	82, Cheapside, City -	2 May -	7	111	50,000	10,000	1,386	1 10 –	2,105 – –	12	Dissolved.
2,043	Scarborough Pier and Improvement Company (Limited).	To provide a building suitable for a public library, concert room, &c., at Scarborough.	Not stated - - -	3 May -	7	226	20,000	4,000	226	No return	No return -	7	No longer in operation.
2,044	Strand Hotel Company (Limited).	To erect one or more hotels, and carry on the business of hotel-keepers.	21, Bridge-street, Blackfriars.	5 May -	7	7	100,000	20,000	8,242	1 10 –	16,558 – –	235	Still in operation.
2,045	London Correspondent Newspaper Company (Limited).	Publishing a newspaper to be called the "London Correspondent."	Not stated - - -	6 May -	7	110	5,000	5,000	110	No return	No return -	7	Not known.
2,046	Eudon Lead Mining Company (Limited).	Working certain lead mines at Eudon, in the parish of Edmondbyers, Durham.	Delves-lane, Consett, near Gateshead, Durham.	7 May -	7	15	1,000	1,000	346	1 – –	338 17 6	96	Still in operation.
2,047	Patent Fuel Company (Warlick's) (Limited).	To manufacture and sell the fuel called Warlick's Patent Fuel.	15, St. Mary Axe -	9 May -	7	901	80,000	8,000	1,451	10 – –	7,654 7 8	11	- ditto.
2,048	Botesdale Gaslight and Coke Company (Limited).	Supplying Botesdale, in the county of Suffolk, with gas.	Market-place, Botesdale, Suffolk.	9 May -	7	92	1,500	300	92	No return	No return -	7	Not known.
2,049	Hunstanton Building Association (Limited).	To carry on the business of a building and improvement company at Hunstanton.	King's Lynn, Norfolk -	9 May -	7	35	6,000	60	55	20 – –	900 – –	10	Still in operation.
2,050	Britannia Mills Flour and Bread Company, Birmingham (late Mary Boddington and Sons) (Limited).	Millers, bakers, corn merchants, and wharfingers.	15, Princes-street, Birmingham.	9 May -	8	13,060	125,000	25,000	25,000	3 10 –	87,500 – –	370	- ditto.
2,051	Bulkeley Coal, Ironstone, and Fireclay Company (Limited).	Working a certain coalfield with its deposits of iron ore and white fireclay, situate near Pwllheli, North Wales.	3, Falcon-court, Fleet-street, E.C.	9 May -	8	54	20,000	20,000	54	No return	No return -	8	Not known.
2,052	Eastern Gas and Coke Company (Limited).	Supplying Easton-on-the-Hill with gas.	Euston-on-the-Hill, Northamptonshire.	9 May -	7	106	1,250	250	250	- ditto -	- ditto -	31	Still in operation.
2,053	Laguna Silver Mining Company (Limited).	Working certain silver mines called Laguna, in the district of El Chico, in Mexico	6, Adam-street, Strand -	10 May -	7	225	20,000	4,000	1,597	3 – –	4,106 – –	28	- ditto.
2,054	Indian Branch Railway Company (Limited).	Making and working lines of railway in India, in connexion with lines of railway, &c. already there.	2, Moorgate-street, London.	10 May -	8	4,000	500,000	50,000	49,292	2 – –	97,038 – –	298	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,055	Brown's Compressed Powder Company (Limited).	Manufacturing cartridges, &c., by a patent process.	11, Adam-street, Adelphi, Middlesex.	14 May -	7	1,530	75,000	15,000	1,530	No return	No return -	7	No longer in operation.
2,056	Wolverhampton Agricultural Hall Company (Limited).	To provide a building at Wolverhampton, for the meetings of the Company.	Snow-hill, Wolverhampton.	15 May -	17	505	4,000	4,000	4,000	1 - -	2,988 15 -	151	Still in operation.
2,057	Minorca Spinning Company (Limited).	Cotton spinning - - -	Minorca Mills, Bagslate, Spotland, Rochdale.	16 May -	9	9	4,550	13	13	350 - -	350 - -	14	- ditto.
2,058	North Middlesex Gas Company (Limited).	Lighting the parishes of Finchley and Hendon with gas.	38, Dowgate-hill, City	17 May -	8	160	15,000	1,500	160	No return	No return -	8	Not known.
2,059	Witney Corn Exchange and Public Rooms Company (Limited).	To provide a building at Witney to be used as a corn exchange, concert rooms, &c.	High-street, Witney, Oxfordshire.	17 May -	11	224	2,500	500	403	5 - -	1,952 10 -	31	Still in operation.
2,060	Wansbeck Limestone Company (Limited).	Acquiring, working, and carrying on collieries, quarries, brick, and tile yards, &c.	Newgate-street, Morpeth.	19 May -	12	174	4,500	180	174	No return	No return -	12	No longer in operation.
2,061	Cappagh Mining Company (Limited).	Working the Cappagh Mine, in the parish of Skull, in the county of Cork.	18, New-street, Spring-gardens, Westminster.	19 May -	7	70	36,000	720	720	50 - -	36,000 - -	10	Still in operation.
2,062	North Devon Bread and Biscuit Company (Limited).	The manufacture of bread, biscuits, &c. by machinery.	The Quay, Barnstaple, Devon.	20 May -	7	1,400	20,000	4,000	1,400	5 - -	7,000 - -	8	- ditto.
2,063	Harlow and Sawbridgeworth Gaslight and Coke Company(Limited).	Supplying Harlow and Sawbridgeworth with gas.	Harlow, Essex - -	21 May -	7	46	3,500	350	335	10 - -	3,350 - -	56	- ditto.
2,064	Robin Hood's Bay Gas Company (Limited).	Supplying Robin Hood's Bay, in the parish of Whitley, in the county of York, with gas.	Robin Hood's Bay, Flyingdales, Whitby, Yorkshire.	26 May -	24	92	800	160	120	5 - -	587 - -	43	- ditto.
2,065	Kibworth Gaslight and Coke Company (Limited).	Supplying Kibworth, in the county of Leicester, with gas.	Kibworth, Beauchamp, Leicestershire.	26 May -	7	55	2,500	500	481	5 - -	2,350 - -	58	- ditto.
2,066	Ettrick Forest Paper Mill Company (Limited).	Manufacturing and selling paper	2, Old Palace, Westminster.	27 May -	7	70	42,500	4,250	4,250	10 - -	42,500 - -	14	Dissolved.
2,067	East Bronfloyd Silver Lead Mining Company (Limited).	Working the East Bronfloyd and other mines in the county of Cardigan.	1 A, Adelphi-terrace, Adam-street, W.C.	27 May -	7	208	10,000	5,000	3,302	2 - -	6,295 10 -	41	Still in operation.
2,068	Glastonbury Gas and Coke Company (Limited).	Supplying Glastonbury and neighbourhood with gas.	Northload-street, Glastonbury.	28 May -	21	103	2,575	103	103	25 - -	2,575 - -	20	- ditto.
2,069	Bakers' Free Press and General Advertiser Newspaper Joint Stock Company (Limited).	To purchase the copyright of the Bakers' Free Press and General Advertiser.	5, Bishopsgate-street, Within, City.	28 May -	7	35	300	300	195	1 - -	173 15 -	64	- ditto.
2,070	Northwich Public Hall Company (Limited).	To provide a public hall for holding meetings, concerts, &c., at Northwich, in the county of Chester.	Cross-street, Northwich, Chester.	28 May -	21	115	1,000	1,000	280	1 - -	280 - -	39	- ditto.
2,071	Old Wheal Neptune Mining Company (Limited).	Working the Old Wheal Neptune Mines, in the parish of Perranthuoe, in Cornwall.	10, Cross-street Chambers, Manchester.	30 May -	7	32	25,000	10,000	6,000 1,222	2 10 - - 10 -	10,114 15 -	79	- ditto.
2,072	University Tutorial Association (Limited).	Clerical, tutorial, scholastic, and general agents.	9, Pall Mall, East -	30 May -	7	120	1,000	200	135	3 - -	405 - -	9	- ditto.

2,073	Walkham and Poldice Tin, Copper, and Silver Lead Mining Company (Limited).	Working a certain mining grant -	Gresham House, Old Broad-street.	31 May -	7	35	10,000	10,000	5,000 5,000	1 – – – 7 6	6,630 15 3	79	- ditto.
2,074	Minera Boundary Lead Mining Company (Limited).	Working the Minera Boundary Mine, at Wrexham.	Wrexham, Denbighshire	31 May -	8	948	7,200	1,200	948	No return	No return -	8	Dissolved.
2,075	Pewsey Gas Company (Limited).	Supplying the town and neighbourhood of Pewsey with gas.	High-street, Pewsey, Wilts.	31 May -	16	533	2,500	1,250	1,200	2 – –	2,350 – –	44	Still in operation.
2,076	Hutson's Patent Metal Bedstead Company (Limited).	Purchasing and working certain letters patent for improvements in the manufacture of bedsteads, &c.	194, Tottenham Court-road.	2 June -	11	803	1,000	1,000	803	No return	No return -	11	No longer in operation.
2,077	Sandown Gas and Coke Company (Limited).	Making and selling gas and coke	Not stated - - -	2 June -	10	76	5,000	500	76	- ditto -	- ditto -	10	Not known.
2,078	Hong Kong and China Gas Company (Limited).	Supplying the city of Victoria or Hong Kong, and other cities in China, with gas.	138, Leadenhall-street -	3 June -	7	375	50,000	5,000	3,050	6 – –	18,940 – –	43	Still in operation.
2,079	Pateley Bridge Gas and Waterworks Company (Limited).	Supplying Pateley Bridge, in the county of York, with gas and water.	Pateley Bridge, Yorkshire.	3 June -	20	133	2,000	400	279	1 – –	195 – –	34	- ditto.
2,080	Railway Lubricating Company (Limited).	The purchase and working certain letters patent, for improvements in applying lubricating fluids to locomotive and other axletrees.	1, York-buildings, John-street, Adelphi.	4 June -	7	300	7,000	350	300	20 – –	6,000 – –	7	- ditto.
2,081	London Dock Graving Dock Company (Limited).	To construct and place within the London Dock one or more parallel lift docks, or pontoons.	13, John-street, Minories, City.	4 June -	10	570	30,000	3,000	787	5 – –	3,985 – –	28	- ditto.
2,082	North Sea Fish Guano Company (Limited).	The manufacture of manure from fish and fish refuse.	36, King William-street, E.C.	5 June -	7	70	60,000	12,000	70	No return	No return -	7	Dissolved.
2,083	Sunbury Gas Consumers Company (Limited).	Supplying Sunbury and its neighbourhood with gas.	The Gas Works, Sunbury, Middlesex.	5 June -	7	300	4,000	800	500 70	5 – – 2 10 –	2,675 – –	30	Still in operation.
2,084	Haitian Mahogany Company (Limited).	Exporting mahogany and other woods from the Isle of Gouave, under a concession of the Government of Haiti.	Abchurch Chambers, Abchurch lane, E.C.	5 June -	7	29	100,000	10,000	29	No return	No return -	7	No longer in operation.
2,085	Algerian Cotton Land and Irrigation Company (Limited).	To acquire and develope the resources of land in Algeria.	77, Gresham House, Old Broad-street, E.C.	6 June -	7	7	1,000,000	200,000	7	- ditto -	- ditto -	7	- ditto.
2,086	Prize Medal Flour Company (Limited).	Corn grinding and provision dealing.	32, King William-street, E.C.	12 June -	7	760	50,000	50,000	760	- ditto -	- ditto -	7	- ditto.
2,087	Gallery Building Association (Limited).	Purchasing buildings in the city of Westminster, and altering or rebuilding and letting same.	53, Pall Mall, Middlesex.	13 June -	7	119	11,000	440	400	25 – –	9,700 – –	45	Still in operation.
2,088	Cwinheisian Isaf Mining Company (Limited).	Raising and selling metallic ores	71, Cadogan – place, S.W.	13 June -	8	1,600	5,000	5,000	1,600	No return	No return -	8	No longer in operation.
2,089	Mexican Distillery Company (Limited).	Carrying on the business of distillers and rectifiers at Pachuca, in the Republic of Mexico.	95, Gracechurch-street, E.C.	14 June -	7	7	50,000	2,000	7	- ditto -	- ditto -	7	- ditto.
2,090	Presteigne Market Hall, and Public Room Company (Limited).	Providing a suitable building for market and fair produces.	Not stated - - -	14 June -	7	23	1,000	200	137	4 – –	515 – –	70	Still in operation.
2,091	Cardiff Gas Consumers Company (Limited).	The manufacture and sale of gas	Post Office Chambers, Church-street, Cardiff.	16 June -	22	475	30,000	30,000	475	No return	No return -	22	- ditto.
2,092	Teplitz Colliery Company (Limited).	Purchasing and working certain collieries in Austria.	17, Old Broad-street, E.C.	16 June -	8	602	60,000	12,000	6,000	3 – –	14,440 – –	81	- ditto.
2,093	Eastern Bengal Tea Company (Limited).	Carrying on the business of tea-growers and manufacturers at Cachar, in the Presidency of Bengal.	150, Leadenhall-street, E.C.	16 June -	7	35	100,000	20,000	10,000	2 – –	16,425 – –	168	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	1.—In England—*continued.*			1862:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
2,094	East Delabole Slate and Slab Company (Limited).	Working the East Delabole Slate Quarry, near Bascastle, Cornwall.	Not stated - - -	18 June -	7	215	12,000	6,000	2,831	1 10 -	4,697 15 -	39	Still in operation.
2,095	United Park Iron Company (Limited).	Purchasing and working certain iron mines and quarries in the county of Gloucester.	Not stated - - -	18 June -	10	650	100,000	10,000	650	No return	No return -	10	Not known.
2,096	Maryport Steam Shipping Company (Limited).	Steamship owners - - -	Senhouse-street, Maryport, Cumberland.	19 June -	7	24	10,000	200	170	40 - -	6,800 - -	43	Still in operation.
2,097	Bracknell Gas Company (Limited).	Supplying Bracknell and its vicinity with gas.	Bracknell, Berks -	19 June -	7	57	1,500	300	206	5 - -	1,130 - -	25	- ditto.
2,098	Elastic Fabric Company (Limited).	Purchasing and working certain patents for the manufacture of elastic fabrics.	12, Bath-street, Newgate-street, London.	20 June -	7	7	3,000	300	280	10 - -	2,800 - -	9	- ditto.
2,099	St. Helens Smelting Company (Limited).	Purchasing and carrying on the Bold Copper Works of St. Helens, Lancashire.	6, Castle-street, Liverpool.	20 June -	8	65	100,000	100	100	On 70, 1,000 *l.* On 30 - nil.	70,000 - -	9	- ditto.
2,100	Cwmheisian Gold Mining Company (Limited).	Raising and selling ores, &c. -	4, York Chambers, King-street, Manchester.	21 June -	7	35	30,000	30,000	20,000 10,000	1 - - - 10 -	3,998 11 8	89	- ditto.
2,101	Worcester Royal Porcelain Company (Limited).	Manufacturing and selling porcelain Parian earthenware, &c.	Royal Porcelain Works, Worcester.	24 June -	8	36	40,000	80	54	300 - -	17,000 - -	18	- ditto.
2,102	Scarborough Cliff Hotel Company (Limited).	Hotelkeepers - - - -	74, New Borough-street, Scarborough.	25 June -	7	393	120,000	12,000	5,680	5 10 -	28,122 10 -	207	- ditto.
2,103	Chesterfield New Dunston Colliery Company (Limited).	Purchasing and working a certain coalfield, situate at Hasland, in the county of Derby.	3, Verulam Buildings, Gray's Inn.	27 June -	8	475	10,000	5,000	952	- 10 -	291 - -	14	Dissolved.
2,104	Atlas Mining and Smelting Company (Limited).	Purchasing and working the Atlas Mine, situate at Lesington, in the county of Devon.	7, George-yard, Lombard-street.	30 June -	7	1,205	35,000	35,000	1,205	Not stated	Not stated -	7	- ditto.
2,105	United Mexican Mining Company (Limited).	To purchase and carry on the business of the United Mexican Mining Association.	5, Finsbury-circus, E. C.	1 July -	14	82	1,295,220	43,174	39,187	28 2 8¾	1,214,703 9 -½	561	Still in operation.
2,106	Patent Artificial Stone Company (Limited).	Working a certain patent for the manufacture of artificial stone for scouring, cleansing, &c.	Chancellor's Wharf, Queen-street, Hammersmith.	2 July -	12	66	20,000	2,000	1,590	10 - -	15,780 - -	40	- ditto.
2,107	Coedway Colliery Company (Limited).	Purchasing and working the Coedway Colliery, situate at Alberbury, in the counties of Salop and Montgomery.	Market Drayton, Salop	2 July -	8	183	1,300	260	183	Not stated	Not stated -	8	No longer in operation.
2,108	British Printing and Publishing Company (Limited).	Purchasing and carrying on the printing and publishing business heretofore carried on by the Rev. A. L. Gordon, at 34, Paternoster-row.	5, New Bridge-street, Blackfriars.	2 July -	7	1,283	10,000	2,000	792	5 - -	3,960 - -	9	Still in operation.
2,109	Saffron Walden Waterworks Company (Limited).	Supplying the town of Saffron Walden, in the county of Essex, with water.	Hill-street, Saffron Walden, Essex.	2 July -	13	195	3,500	350	350	10 - -	3,498 - -	35	- ditto.

2,110	Ely Merthyr Colliery Company (Limited).	Purchasing and working the Gelly Groa Colliery, in the county of Glamorgan.	5A, Lothbury, E.C. -	3 July -	7	118	25,000	10,000	3,905	1 5 –	7,793 15 –	27	- ditto.
2,111	Strand Music Hall Company (Limited).	To convert the premises known as Exeter Change into an hotel and music-hall.	345, Strand - -	4 July -	7	7	25,000	2,500	1,543	10 – –	15,046 – –	104	- ditto.
2,112	Ottoman Gas Company (Limited).	Lighting the city of Smyrna and other places in the Ottoman Empire with gas.	6, Copthall-court, Throgmorton-street, E.C.	5 July -	7	595	100,000	20,000	10,000	4 – –	40,051 – –	154	- ditto.
2,113	Patent Disc Propeller Company (Limited).	The conveyance of passengers and goods by a steamboat fitted with Aston's patent disc propeller.	12, Bucklersbury, E.C.	8 July -	7	7	5,000	1,000	42	5 – –	210 – –	10	- ditto.
2,114	Fortune Copper Mining Company of Western Australia (Limited).	Mining in Western Australia -	9, Gracechurch-street, E.C.	8 July -	7	750	80,000	40,000	24,850	2 – –	49,310 – –	148	- ditto.
2,115	Enamel Porcelain Company (Limited).	The manufacture of porcelain by a patent process.	11, Pancras-lane, London.	10 July -	7	7	20,000	4,000	3,030	On 2,430, 2 *l.* On 600, 5 *l.*	7,860 – –	48	- ditto.
2,116	Nant Mill Cement Company Holywell (Limited).	Manufacture of cement at Holywell, in the county of Flint.	Nant Mill, Holywell, Flintshire.	11 July -	9	680	2,000	2,000	675	– 15 –	502 9 –	13	- ditto.
2,117	Continental Company for the Purchase of Thomson's Patents for Boat Building by Machinery (Limited).	Purchasing and working certain patents for building boats by machinery.	123, Fenchurch-street, E.C.	12 July -	7	1,166	50,000	50,000	36,294	– 5 –	7,952 5 –	118	- ditto.
2,118	Snowbrook Silver Lead Mining Company (Limited).	Acquiring or working quarries or mines in the county of Montgomery, &c.	2, Winchester-buildings, Great Winchester-street, E.C.	14 July -	8	600	4,000	800	758	On 600, 5 *l.* On 158, 10 *s.*	3,022 – –	14	- ditto.
2,119	Harrogate Public Rooms Company (Limited).	To provide a place of public amusement and recreation at Harrogate.	Harrogate, Yorkshire -	15 July -	7	100	6,000	1,200	835	3 – –	2,999 – –	108	- ditto.
2,120	Birchington Gaslight and Coke Company (Limited).	Making and selling gas and coke.	Birchington - street, Birchington, Isle of Thanet, Kent.	15 July -	8	55	800	160	123	5 – –	541 – –	20	- ditto.
2,121	City and County Investment Company (Limited).	Lending money and raising deposits of money on security.	21, New Bridge-street, Blackfriars.	16 July -	7	47	50,000	5,000	206	5*s.* p' month	442 5 3	43	- ditto.
2,122	Oriental Canal and Irrigation Company (Limited).	To construct a canal between Kurrachee and the River Indus; also to construct irrigation works in the East Indies.	15, Cannon-street West, London.	17 July -	7	350	500,000	50,000	350	No return	No return -	7	No longer in operation.
2,123	Quehrada Land, Railway, and Mining Company (Limited).	Purchasing and working the Quehrada Mines in Venezuela.	9, Broad-street Buildings, E.C.	17 July -	9	225	170,000	1,700	1,700	3 10 –	55,687 – –	574	Still in operation.
2,124	Anglo-Danubian Steam Navigation and Colliery Company (Limited).	Working certain coalfields on the banks of the Danube, and navigating the Danube and other rivers under a concession of the Servian Government.	5, Royal Exchange-Avenue.	18 July -	7	7	220,000	22,000	2,082	4 10 –	7,231 10 –	50	- ditto.
2,125	Patent White Lead Company (Limited).	The manufacture of white and red lead.	Moorgate-street Chambers, Moorgate-street, E.C.	18 July -	7	582	25,000	5,000	1,571	On 625, 5 *l.* On 926, 4 *l.*	5,963 – –	18	- ditto.
2,126	Metropolitan Dairy Company (Limited).	To carry on the business of dairymen and cowkeepers.	15, Serjeants' Inn, E.C.	19 July -	7	560	60,000	60,000	560	No return	No return -	7	No longer in operation.
2,127	Pneumatic Ship Raising and Universal Salvage Company (Limited).	The salvage of ships, &c. - -	12, Bishopsgate street Within, E.C.	21 July -	8	8	20,000	4,000	542	5 – –	2,226 – –	31	Dissolved.
2,128	Maretzo Company (Limited) -	To purchase and work certain patents for improvements in the manufacture of artificial marbles, &c.	21, Abchurch-lane, London.	21 July -	7	7	50,000	10,000	7	No return	No return -	7	No longer in operation.
2,129	Northern Fat Cattle Market Company (Limited).	To provide a market for the sale of cattle, &c., with slaughter-houses, &c. attached.	30, Grey-street, Newcastle-on-Tyne.	22 July -	25	177	10,000	2,000	177	- ditto -	- ditto -	25	- ditto.
2,130	Crowan Consols Copper Mining Company (Limited).	To carry on mining operations in Cornwall.	25, Bucklersbury -	22 July -	8	40	12,000	6,000	4,500	On 2,300, 1*l.* 10*s.* On 2,200, 2*l.*	7,514 15 –	110	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,131	Langham Hotel Company (Limited).	To erect an hotel in Langham-place.	14, Langham-place, Portland-place.	22 July -	7	7	150,000	15,000	12,330	2 10 -	42,322 10 -	279	Still in operation.
2,132	Barmouth Consols Copper, Silver, Lead, and Gold Mining Company (Limited).	Mining in the county of Merioneth.	8, Victoria Terrace, Southampton-street, Camberwell.	22 July -	7	70	30,000	30,000	70	No return	No return -	7	Not known.
2,133	Fluo Silicic Stone Preserving Company.	To purchase and work certain patents for the manufacture of artificial stone, &c.	Not stated - - -	23 July -	7	7	18,000	900	900	18 15 -	16,718 9 3	20	Still in operation.
2,134	Chartham Paper Mills Company (Limited).	Papermaking - - - - -	Castle-street, Canterbury.	25 July -	8	360	50,000	5,000	1,853	1,641 paid up in full. On 212, 2 *l.*	424 - -	17	- ditto.
2,135	Tanybwlch (Bagnor) Slate Company (Limited).	Slate quarrying - - - -	3, Adelaide-place, London-bridge.	25 July -	7	295	5,000	1,000	1,000	4 5 -	3,388 - -	16	- ditto.
2,136	Midland Gas Company (Limited).	The lighting of towns and villages in Great Britain and Ireland with gas.	Cornhill, Lincoln -	28 July -	7	14	25,000	3,100	Proprietary, 14 Local, 113	100 - - 5 - -	2,065 - -	33	- ditto.
2,137	Northern Railway of Buenos Ayres Company (Limited).	Making a railway or railways in the State of Buenos Ayres.	1, St. Michael's House, Cornhill, E. C.	28 July -	7	175	250,000	25,000	15,000 992	2 10 - Not liable	37,500 - -	269	- ditto.
2,138	Llandudno Market Hall Company (Limited).	To provide a market-hall at Llandudno, in the county of Carnarvon.	Church Walks, Llandudno, Carnarvonshire.	29 July -	11	240	6,000	600	240	2 10 -	595 18 -	11	- ditto.
2,139	Queen's Hotel Company, Hastings (Limited).	Hotelkeepers - - - - -	Harold-place, Hastings, Sussex.	29 July -	7	760	16,000	3,200	2,384	5 - -	11,920 - -	44	- ditto.
2,140	British and Foreign Railway Plant Company (Limited).	Making, buying, selling, or leasing, &c. every kind of machinery, plant, &c. required in the constructing and maintaining of railways.	8, New Broad-street, London.	30 July -	7	155	200,000	10,000	5,000	3 - -	14,140 - -	86	- ditto.
2,141	Tarporley Gaslight and Coke Company (Limited).	Supplying Tarporley, in the county of Chester, with gas.	Tarporley, Cheshire	1 Aug. -	9	84	1,000	200	200	5 - -	1,000 - -	53	- ditto.
2,142	Queensland Cotton Growing and Selling Company (Limited).	The cultivation of cotton in the Colony of Queensland.	4, Hotel-street, Bolton	1 Aug. -	7	35	150,000	6,000	2,275	3*s.* p'week	2,813 7 9½	637	- ditto.
2,143	Seacoast Hotel Company (Limited).	To supply hotel and residential accommodation to towns on the seacoast of England and Wales.	Not stated - - -	1 Aug. -	7	35	150,000	30,000	35	No return	No return -	7	Not known.
2,144	West Midland Brewery and Malting Company (Limited).	Malting and brewing - -	11, Orchard-street, Kidderminster.	1 Aug. -	7	31	5,000	200	87	25 - -	2,158 - -	15	Still in operation.
2,145	Vancouver Coal Mining and Land Company (Limited).	The purchase of coal mines and land in Vancouver's Island, and to encourage settlements by building houses, &c.	85, Gresham House, City of London.	1 Aug. -	7	700	100,000	10,000	10,000	5 - -	42,995 - -	132	- ditto.
2,146	Isle of Man Slate and Flag Company (Limited).	Slate quarrying in the Isle of Man.	Liverpool, Lancashire	2 Aug. -	7	1,655	10,000	5,000	4,200	1 15 -	7,350 - -	43	Dissolved.
2,147	Leeswood Cannel and Gas Coal Company (Limited).	Working certain coal mines at Leeswood, in the county of Flint.	2, Royal Exchange Buildings, E. C.	7 Aug.	7	4,550	100,000	50,000	44,975	2 - -	88,825 - -	163	Still in operation.

2,148	Deborah United Lead Mining Company (Limited).	To purchase and work certain lead mines at Gwernaffield, in the county of Flint.	Not stated - - -	7 Aug. -	7	35	10,000	10,000	35	No return	No return -	7	Not known.	
2,149	Lower Norwood Co-operative Building Company (Limited)	Building, letting, or selling houses at Lower Norwood.	Lower Norwood Institute, Lower Norwood, Surrey.	8 Aug. -	12	64	5,000	500	430	vary from 6 *d.* to 7 *l.*	665 18 1	71	Still in operation.	
2,150	Rolling Stock Company of Ireland (Limited).	Building, repairing, purchasing, and selling of railway rolling stock.	26, Old Broad-street, City.	8 Aug. -	7	63	200,000	20,000	7,308	3 - -	13,510 - -	123	- ditto.	
2,151	Canadian Native Oil Company (Limited).	The acquisition of land in the oil districts of Canada, and the collecting, manufacturing, and selling petroleum oil.	27, Gresham-street, City.	8 Aug. -	7	140	100,000	20,000	140	No return	No return -	7	No longer in operation.	
2,152	Spring Creek Copper Mining Company (Limited).	Mining and smelting in South Australia, or elsewhere.	4, Moorgate-street, London.	8 Aug. -	7	205	100,000	20,000	205	ditto -	ditto - -	7	- ditto.	
2,153	Burhill Mining Company (Limited).	Working certain lead mines in the county of York.	15, Benson's Buildings, Leeds.	9 Aug. -	13	4,000	20,000	4,000	4,000	4 1 -	16,056 - -	19	Still in operation.	
2,154	Gooninnis Mine Company (Limited).	Purchasing and working the Gooninnis Mine, in Cornwall.	6, Clare-street, Bristol	11 Aug. -	7	7	4,500	1,500	7	No return	No return -	7	No longer in operation.	
2,155	Bury Agricultural Steam Thrashing, Winnowing, Bone Crushing, and Flour Grinding Company (Limited).	Thrashing and grinding corn and crushing bones by machinery.	Mr. Unsworth's, Goshen Farm, Redwales, near Bury, Lancashire.	11 Aug. -	9	69	528	66	66	8 - -	528 - -	9	Still in operation.	
2,156	Maes-y-Safn Mine Company (Limited).	Working the Maes-y-Safn Mine, in the counties of Denbigh and Flint.	Not stated - - -	12 Aug. -	8	450	40,000	2,000	2,000	20 - -	40,000 - -	70	- ditto.	
2,157	Llanelly Steam Navigation Company (Limited).	Steam navigation - - -	New Dock, Llanelly, Carmarthen.	12 Aug. -	7	7	2,100	70	70	30 - -	1,860 - -	26	- ditto.	
2,158	Hay Gas and Coke Company	Supplying Hay, in the county of Brecknock, with gas.	Mr. James Watkins, Broad-street, Brecon.	18 Aug. -	18	195	1,500	300	276	5 - -	1,380 - -	23	- ditto.	
2,159	London Hydro-Carbon Oil Company (Limited).	Oil merchants - - - - -	11, Laurence Pountney Lane.	19 Aug. -	7	183	40,000	800	800	50 - -	40,000 - -	11	- ditto.	
2,160	Madras and Colombo Steamship Company (Limited).	Running steam vessels between Madras and Colombo.	Not stated - - -	19 Aug. -	7	7	25,000	2,500	7	No return	No return -	7	No longer in operation.	
2,161	Marshall, Sons, and Company, Engineers, Millwrights, and Machinists (Limited).	Engineers, millwrights, and machine makers.	Tainsborough, Lincolnshire.	21 Aug. -	7	370	20,000	1,000	780 200	6 - - 20 - -	4,660 - -	73	Still in operation.	
2,162	New Burra Burra Mining Company of Australia (Limited).	Mining in South Australia	1, Crown-court, Threadneedle-street.	21 Aug. -	7	75	10,000	2,000	75	No return	No return -	7	- ditto.	
2,163	Tyddynglwadis Silver, Lead, and Gold Mining Company (Limited).	Mining - - - - - -	4, York Chambers, King-street, Manchester.	21 Aug -	7	35	30,000	30,000	20,000 9,010	1 - - - 5 -	2,389 7 6	90	- ditto.	
2,164	United Dolfrwynogs Gold and Copper Mining Company (Limited).	Mining - - - - - -	4, York Chambers, York-street, Manchester.	23 Aug. -	7	35	50,000	50,000	30,000 15,000	1 - - - 5 -	3,239 10 -	100	- ditto.	
2,165	London "Quarterly Review" Company (Limited).	Publishing a review to be entitled "The London Quaterly Review."	52, Gracechurch-street, City.	25 Aug. -	7	80	10,000	2,000	819	1 - -	819 - -	207	- ditto.	
2,166	Yorkshire Joint Stock Publishing and Stationery Company (Limited).	To purchase and carry on the printing and publishing business of Messrs. Webb & Co. of Leeds, &c.	Otley, York - -	25 Aug. -	7	337	50,000	5,000	600	5 - -	3,000 - -	25	- ditto.	
2,167	Portmadoc Steam Tug Company (Limited).	Towing vessels - - - -	Portmadoc, Carnarvon	25 Aug. -	8	58	2,000	400	58	No return	No return -	8	Not known.	
2,168	Trelogan Lead Mining Company (Limited).	Mining and smelting - -	Carlton Buildings, Cooper-street, Manchester.	26 Aug. -	23	37	50,000	100	37	ditto -	ditto - -	23	Dissolved.	
2,169	Dodd's Patent Metal Goods Company (Limited).	To purchase and carry on the business of Mr. M. Dodds, of South Redburn, in the county of Durham.	Union-street, Bishop Auckland.	27 Aug. -	9	140	20,000	2,000	1,200	3 - -	2,139 - -	62	Still in operation.	
2,170	Bath Theatre Royal Company (Limited).	To build or otherwise establish a theatre at Bath.	8, Vineyards, parish of Walcot, Bath.	27 Aug. -	7	69	12,000	2,400	2,016	5 - -	9,597 - -	417	- ditto.	
2,171	Llangan Lead Mining Company (Limited).	Acquiring and working the Llangan Lead Mine, in the county of Glamorgan.	95, Gracechurch-street, E. C.	27 Aug. -	7	34	6,000	240	100 128	25 - - 20 - -	4,805 - -	26	- ditto.	

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,172	St. Enodor China Clay Company (Limited).	Purchasing and working certain mines of china clay, &c., at St. Enodor, in Cornwall.	25, College-hill, Cannon-street, West, London.	28 Aug.	7	350	20,000	20,000	6,210 3,000	– 15 – 1 – –	7,657 10 –	29	Still in operation.
2,173	Mutual Joint Stock Investment and Loan Company (Limited).	Lending money - - - -	11, Victoria-street, Derby.	29 Aug.	7	130	2,000	400	266	Various	469 12 –	43	ditto.
2,174	Anglo-Irish Submarine Telegraph Company (Limited).	Telegraphic communication between England and Ireland.	K., No. 4, Albany, Piccadilly.	30 Aug.	7	105	40,000	40,000	105	No return	No return	7	Not known.
2,175	Neilgherry and Mysore Tea and Plantation Company (Limited).	The raising, cultivation, and sale of tea, coffee, &c., in the East Indies.	2, New Broad-street, London.	1 Sept.	7	7	150,000	7,500	7	ditto	ditto	7	ditto.
2,176	Cape of Good Hope Telegraph Company (Limited).	To provide telegraphic communication in the Colony of the Cape of Good Hope.	25, Poultry, London -	3 Sept.	7	340	62,000	12,400	3,761	2 10 –	3,390	24	Still in operation.
2,177	Welsh Gold Mining Company (Limited).	Working certain mines in the county of Merioneth.	5, Barge-yard, Bucklersbury.	4 Sept.	7	254	60,000	60,000	40,000 20,000	1 – – – 1 –	41,000	135	ditto.
2,178	Farnborough and Aldershot Freehold and Ground Rent Society (Limited).	Purchasing land at Farnborough, and letting same on building leases, or erecting buildings thereon, and letting same.	17 and 18, New Bridge-street, Blackfriars.	6 Sept.	13	370	75,000	7,500	370	No return	No return	13	This Company is abandoned and a new Company of the same name registered in its place.
2,179	Vallangasca Gold Mining Company (Limited).	Taking and working certain mines in Italy.	10, Scott's-yard, Cannon-street, London.	6 Sept.	7	3,500	50,000	50,000	50,000	– 5 –	8,750	99	Still in operation.
2,180	Ditton Brook Iron Company (Limited).	Smelting and manufacturing iron	The Ditton Brook Iron Works, Ditton, near Warwick.	8 Sept.	7	22	30,000	30	22	700 – –	18,024	7	ditto.
2,181	Great Dinorben Mining Company (Limited).	Mining - - - - - -	63, King-street, Manchester.	10 Sept.	7	350	50,000	50,000	14,000 4,665	1 – – – 10 –	17,168 15 –	96	ditto.
2,182	Nova Scotia Land and Gold Crushing and Amalgamating Company (Limited).	Purchasing land in Nova Scotia, and improving or letting same; also to engage in mining operations.	4, New Broad-street, City.	11 Sept.	9	9	100,000	50,000	20,181 3,125	1 – – 2 – –	26,411	174	ditto.
2,183	Adelphi Hotel Company (Limited).	Hotel-keepers - - - -	Not stated - - -	12 Sept.	7	135	150,000	50,000	135	No return	No return	7	Dissolved.
2,184	Garthgill Mining Company (Limited).	Working the Garthgill Mines, in the county of Merioneth.	3, Exchange Arcade, Manchester.	13 Sept.	7	7,000	11,000	11,000	11,000	– 14 –	7,629	40	Still in operation.
2,185	Minera Union Mining Company (Limited).	Mining in the county of Denbigh	3, Temple-row, Wrexham, Denbigshire.	15 Sept.	20	784	50,000	11,000	1,911 50 539	3 12 6 2 12 6 2 – –	8,054 2 6	71	ditto.
2,186	Universal Telegraph Company (Limited).	To carry out a certain invention for improvements in telegraphic communication.	Not stated - - -	15 Sept.	9	9	20,000	200	9	No return	No return	9	ditto.
2,187	Llantwit Vardre Colliery Company (Limited).	Working certain collieries at Llantwit Vardre, Glamorganshire.	Ditto - - -	16 Sept.	7	216	20,000	4,000	2,765	3 10 –	9,534 10 –	96	ditto.
2,188	St. David's Gold Mining Company (Limited).	Mining for gold, silver, and copper, in North Wales.	2, Crown-court, Threadneedle-street.	16 Sept.	7	7	100,000	40,000	30,280	1 – –	28,697 10 –	219	ditto.
2,189	General Rolling Stock Company (Limited).	Purchasing, manufacturing, leasing, and selling railway rolling stock, and making or leasing railways.	Not stated - - -	17 Sept.	7	46	150,000	15,000	6,000 2,983	10 – – 4 – –	6,458	70	ditto.

2,190	Cambrian Consolidated Gold Mines Company (Limited).	Taking and working mines in the county of Merioneth.	10, Scott's-yard, Cannon-street, E.C.	17 Sept. -	8	2,000	100,000	10,-	- - -	-	-	-	-
2,191	Great North Tolgus Mining Company (Limited).	To purchase and work the Great North Tolgus Mine at Redruth, in Cornwall.	224 and 225, Gresham-house, Old Broad-street.	17 Sept. -	7	1,260	30,000	30,000	1,260	No return	No return -	7	Wound up.
2,192	Aridale Cemetery Company (Limited).	To establish a cemetry at Shipley or Baildon in the county of York.	Barnsley-buildings, Charlestown, Baildon, Otley.	18 Sept. -	8	375	2,500	2,500	1,700	1 - -	1,600 15 -	148	Still in operation.
2,193	Royal Forest of Dean Mining Company (Limited).	Acquiring and working certain mines in the Forest of Dean.	15, Foregate-street, Worcester.	18 Sept. -	7	465	55,000	6,500	2,000 100	3 - - Not liable.	7,297 - -	80	- ditto.
2,194	Iron Pontoon Company (Limited).	To construct pontoons of every description.	65, Fenchurch-street, E.C.	18 Sept. -	7	7	10,500	105	105	100 - -	10,500 - -	10	- ditto.
2,195	East India House Estate Company (Limited).	Taking land (late the site of the East India House) and building thereon.	Leadenhall-place, Leadenhall-street.	18 Sept. -	7	95	155,000	155	95	No return	No return -	7	- ditto.
2,196	Gray's Chalk Quarries Company (Limited).	Working certain chalk quarries at Gray's Thurrock.	8, George-yard, Lombard-street.	19 Sept. -	10	10	50,000	5,000	4,000	10 - -	40,000 - -	48	- ditto.
2,197	Amlwch Gas Light Company (Limited).	Manufacturing gas - - -	Tanyfouwent, Anglesea	19 Sept. -	53	244	3,000	600	500	5 - -	2,500 - -	57	- ditto.
2,198	Pen-y-rorsedd Slate Quarry Company (Limited).	Working the Pen-y-rorsedd Slate Quarries in the county of Carnarvon.	2, Moorgate-street, London.	19 Sept. -	7	2,502	55,000	5,500	5,000	10 - -	51,044 - -	8	- ditto.
2,199	Ryde Esplanade Hotel Company (Limited).	To build an hotel at Ryde in the Isle of Wight, and to carry on the business of hotel-keepers.	42, Lombard-street, City.	20 Sept. -	7	180	30,000	6,000	180	No return	No return -	7	- ditto.
2,200	Ashbury Railway Carriage and Iron Company (Limited).	The manufacture and sale of railway rolling stock, engineering, &c.	Ashton-road, Openshaw, Manchester.	23 Sept. -	7	560	300,000	3,000	3,000	90 - -	267,725 - -	65	- ditto.
2,201	Sanitary and Town Sewage Manure Company (Limited).	Purchasing and working certain patents for improvements in the utilization of sewage.	2 and 3, Cross-street, Chambers, Manchester.	23 Sept. -	9	355	50,000	50,000	635	- 15 -	271 5 -	22	- ditto.
2,202	Wynnstay Lead Mining Company (Limited).	Mining for lead, copper, blende, &c., in the county of Denbigh.	4, King-street, Wrexham.	24 Sept. -	9	3,000	16,000	3,200	3,200	2 15 -	8,770 - -	29	- ditto.
2,203	Factage Parisien (Limited) -	The formation in Paris and elsewhere of a general parcel, post, and goods delivery company.	90, Cannon-street, E.C.	24 Sept. -	7	7	200,000	10,000	4,246 4,750	8 - - Not liable	41,508 - -	140	- ditto.
2,204	Silver Mountain United Mines Company (Limited).	Acquiring and working certain mines in the county of Cardigan.	1, Adelphi-terrace, Adam-street, W.C.	26 Sept. -	7	84	27,000	13,500	A, 5,239 B, 6,665	2 - - - 12 -	17,039 10 -	64	- ditto.
2,205	Glanrheidol Silver Lead Mining Company (Limited).	Purchasing and working the Glanrheidol Mine, in the county of Cardigan.	Not stated - - -	26 Sept. -	8	40	12,000	12,000	40	No return	No return -	8	- ditto.
2,206	Metallography Company (Limited).	To carry out a certain patent for making or producing embossed, or raised and engraved, or indented metal, or other surfaces.	59, High-street, Hampstead.	27 Sept. -	7	35	11,000	11,000	35	- ditto -	- ditto -	7	No longer in operation.
2,207	Dolfrw-y-nog Mining Company (Limited).	To acquire and work certain mines in Merionethshire.	33, Great Winchester-street, London.	1 Oct. -	7	704	20,000	20,000	20,000	- 10 -	5,470 - -	154	Still in operation.
2,208	Swindon New Gas Company (Limited).	Supplying New Swindon, in the county of Wilts, with gas.	East-place, New Swindon, Wiltshire.	1 Oct. -	22	805	2,500	2,500	1,606	1 - -	1,519 15 -	49	- ditto.
2,209	Faringdon Corn Exchange Company (Limited).	To erect a hall or corn exchange at Faringdon, Berks.	Faringdon, Berks -	2 Oct. -	12	132	2,000	400	318	5 - -	1,397 10 -	39	- ditto.
2,210	Malvern Proprietary College Company (Limited).	The establishment and conduct of a college at Malvern, in the county of Worcester.	House of Mr. Aldrich, Orvell Lodge, Great Malvern, Worcester.	3 Oct -	9	28	20,000	500	Not stated	30 - -	11,908 - -	132	- ditto.
2,211	West African Company (Limited).	To form trading stations on the West Coast of Africa, and to carry on trading operations between the United Kingdom and ports on the West Coast of Africa.	17, Dickinson-street, Manchester.	3 Oct. -	7	105	250,000	25,000	8,315	7 10 -	53,077 10 -	237	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,212	Ventilating and Atmospheric Fire-gate Company (Limited).	To acquire and apply a certain invention for improvements in the mode of warming and ventilating rooms, &c.	Not stated - - -	4 Oct. -	7	35	30,000	15,000	35	No return	No return -	7	This Company was discontinued, and a new Company registered in its place.
2,213	London and Southwark Discount Company (Limited).	The carrying on the business of building, land, loan investment, and discount company.	94, Cannon-street, E.C.	6 Oct. -	7	140	100,000	10,000	1,802 1,236	10 - - 1 - -	18,020 - -	116	Still in operation.
2,214	Foreign Wine Company (Limited).	Wine merchants - - -	32, Regent-circus, Piccadilly.	6 Oct. -	7	310	100,000	50,000	1,652	1 - -	1,652 - -	45	- ditto.
2,215	Sovereign Gold Mining Company (Limited).	To purchase and work the Sovereign Gold Mine, in the county of Merioneth.	7, George-yard, Lombard-street.	7 Oct. -	7	35	50,000	50,000	35	No return	No return -	7	- ditto.
2,216	Buenos Ayres Great Southern Railway Company (Limited).	To make a railway from the city of Buenos Ayres to the town of Chascomus.	3, East India Avenue, Leadenhall street.	8 Oct. -	7	350	750,000	37,500	27,500	3 - -	82,450 - -	176	- ditto.
2,217	Princess Alice Mining Company (Limited).	Acquiring and working certain mines in the county of Merioneth.	1, Crown-court, Threadneedle-street.	8 Oct. -	7	35	1,600	1,600	35	No return	No return -	7	- ditto.
2,218	Joint Stock Fibre Company (Limited).	Making half-stuff paper fibres, paper, &c., from rags, grass, straw, or other fibres.	67, Fleet-street, City -	8 Oct. -	9	110	15,000	150	114	100 - -	1,1400 - -	13	- ditto.
2,219	Maldon Water Supply Company (Limited).	Supplying Maldon, in the county of Essex with water.	Care of Messrs. Crick, solicitors, Gate-street, Maldon, Essex.	8 Oct. -	31	291	1,800	360	360	5 - -	1,785 10 -	42	- ditto.
2,220	Upper Assam Tea Company (Limited).	Tea-growing in the province of Assam, Eastern India.	2, East India Avenue, Leadenhall-street.	9 Oct. -	7	3,100	250,000	25,000	25,000	1 10 -	13,185 - -	111	- ditto.
2,221	Bexhill Railway, Harbour, and Continental Steam Packet Company (Limited).	Making a railway and harbour -	Not stated - - -	9 Oct. -	7	26	10,000	2,000	26	No return	No return -	7	- ditto.
2,222	West Auckland and St. Helen's, Auckland, Gas Company (Limited).	Lighting villages of West Auckland, and St. Helen's, Auckland, in the county of Durham, with gas.	West Auckland, Durham.	9 Oct. -	28	655	1,500	1,500	1,487	1 - -	1,467 - -	67	- ditto.
2,223	Westbourne Loan and Discount Company (Limited).	Lending money, and discounting bills.	Brook-street, Gloucester-place, Paddington.	10 Oct. -	7	150	7,500	1,500	1,186	2 14 6	3,236 11 3	70	- ditto.
2,224	New City Club Company (Limited).	To establish a club in the City of London, for the convenience of bankers, merchants, and others.	5, George-yard, Lombard-street.	11 Oct. -	7	35	50,000	10,000	1,978	2 - -	3,576 - -	321	- ditto.
2,225	Niger and Chadda Trading and Navigation Company (Limited.	Carrying on the business of merchants on the Rivers Niger and Chadda.	4, Corbet-court, Gracechurch-street.	11 Oct. -	7	91	100,000	10,000	91	No return	No return -	7	No longer in operation.
2,226	Newhaven Docks and Harbour Company (Limited).	Establishing docks, &c., at Newhaven.	Not stated - - -	13 Oct. -	8	8	1,000	200	8	ditto -	ditto - -	8	Still in operation.
2,227	Bradley, Cross-lane, Mill Building Company (Limited).	Erecting spinning mills and letting same.	Bradley, Kildwick, Yorkshire.	13 Oct. -	56	236	5,000	500	347	10 - -	3,460 - -	56	- ditto.
2,228	Richmond Hotel Company (Limited).	Purchasing the Castle Hotel, at Richmond, and carrying on the business of hotel-keepers.	60, Cornhill - -	14 Oct. -	7	35	50,000	10,000	35	No return	No return -	7	No longer in operation.

2,229	West Riding Steam Ploughing, Cultivating, and Thrashing Company (Limited).	Making and repairing agricultural implements in Yorkshire.	Clay's agricultural implement department, Corn Exchange, Wakefield.	15 Oct. -	9	335	1,500	1,500	1,455	1 - -	1,455 - -	70	Still in operation.
2,230	Widnes Hall Company (Limited).	Erecting a hall for public purpose at Widnes, Lancashire.	Mechanic's Institute, Waterloo Dock, Widnes, Lancashire.	16 Oct. -	21	182	600	300	233	2 - -	322 - -	37	No longer in operation.
2,231	London Co-operative Box, Trunk, and Packing Case Manufacturing Company (Limited).	Manufacturing boxes, trunks, and packing cases.	5, Church-row, Houndsditch.	16 Oct. -	9	45	15,000	5,000	45	No return	No return -	9	- ditto.
2,232	Iberian Irrigation Company (Limited).	Carrying on works of irrigation in Spain.	2, East India Avenue, Leadenhall-street, E.C.	16 Oct. -	7	7	300,000	30,000	10,118	5 - -	50,590 - -	98	Still in operation.
2,233	Charing Cross Hotel Company (Limited).	Carrying on the business of an hotel-keeper.	19, Craven-street, Strand.	16 Oct. -	7	350	160,000	16,000	350	4 - -	112,692 - -	206	- ditto.
2,234	Lancashire Brick and Tile Company (Limited).	Brick making, &c. - - -	4, Redgfield, Wittin, Manchester.	17 Oct. -	12	840	20,000	20,000	4,195 560	2 - - - 2 -	4,476 - -	96	- ditto.
2,235	Patent Cow Milking Machine Company (Limited).	Manufacturing and selling a patent cow-milking machine.	Lacteal Works, Smethwick, Staffordshire.	18 Oct. -	10	380	20,000	4,000	1,000 695	5 - - 1 10 -	5,892 10 -	20	- ditto.
2,236	East Dyliffe Lead and Copper Mining Company (Limited).	Mining and quarrying in Montgomeryshire.	2, Winchester Buildings, E.C.	20 Oct. -	7	515	6,000	1,200	200 1,000	5 - - 3 - -	4,000 - -	11	- ditto.
2,237	Metropolitan Cab and Carriage Company (Limited).	Carrying on the business of cab proprietors and jobmasters, &c.	5, Lancaster-place, Strand.	20 Oct. -	7	102	100,000	20,000	102	No return	No return -	7	- ditto.
2,238	"Sporting Gazette" (Limited).	Printing and publishing a newspaper, to be called the "Sporting Gazette."	14, York-street, Covent Garden, W.C.	20 Oct. -	7	22	5,000	100	80	50 - -	2,325 - -	18	- ditto.
2,239	Tewkesbury Hosiery Company (Limited).	Carrying out certain patents for improvements in hosiery and manufacturing machines, &c., for so doing.	Factory of the Company, Oldbury Fields, Tewkesbury.	20 Oct. -	8	763	20,000	4,000	1,512	5 - -	7,560 - -	8	- ditto.
2,240	Chelmsford Race Stand Company (Limited).	Erecting and letting out a race stand on Gatleywood Common, Essex.	Tindall-street, Chelmsford, Essex.	20 Oct. -	8	85	2,000	400	400	5 - -	2,000 - -	41	Still in operation.
2,241	Baldwin Mining Company (Limited).	Mining in the parish of Braddan, Isle of Man.	Royal Insurance Buildings, Manchester.	21 Oct. -	8	130	2,000	400	400	4 - -	1,825 - -	46	- ditto.
2,242	Crowan and Weldron Tin and Copper Mining Company (Limited).	Mining for tin, copper, and all other ores, metals, and minerals in Cornwall.	63, Albion-street, Leeds	21 Oct. -	7	1,300	8,000	8,000	1,300	No return	No return -	7	Not known.
2,243	Plantation Company of Western Hindustan (Limited).	Purchasing land adapted for a coffee plantation on the Western Coast of India, and growing coffee, &c., thereon.	33, Cornhill, City -	21 Oct. -	7	35	170,000	34,000	35	- ditto -	- ditto -	7	No longer in operation.
2,244	Continental Junction Telegraph Company (Limited).	Constructing and working lines of telegraph from Bagdad or Bassera to Hyderabad, from Calcutta to Bankok and Singapore, and thence through China to America.	35, Moorgate-street, City.	21 Oct. -	8	53	200,000	10,000	53	- ditto -	- ditto -	8	Still in operation.
2,245	Titanic Steel and Iron Company (Limited).	Working certain patents for making of and improvements in, the manufacture of steel and iron.	7, Bay's Hill Terrace, Cheltenham.	22 Oct. -	7	51	360,000	18,000	200 2,360 3,565	30 - - 3 - - 2 - -	19,130 - -	17	- ditto.
2,246	Bedwas and Lantwit Weaving Company (Limited).	Coal and other mining in Monmouthshire.	Masonic Buildings, Great Dock-street, Newport.	22 Oct. -	7	350	10,000	10,000	3,153 490	Not liable 1 - -	490 - -	19	- ditto.
2,247	British and Foreign Investment and Loan Company (Limited).	Purchasing land and houses for investment, and lending money on mortgage, &c.	4, Lincoln's Inn Fields	22 Oct. -	7	820	20,000	20,000	820	No return	No return -	7	No longer in operation.
2,248	Coventry Elastic Weaving Company (Limited).	Weaving India rubber and elastic goods, and disposing of same.	Cromwell-street, Realane, Coventry	22 Oct. -	8	302	10,000	1,000	387	10 - -	3,870 - -	10	Still in operation.
2,249	Rhôs Llanerchrugog Gaslight and Coke Company (Limited).	Supplying the town of Rhôs Llanerchrugog with gas, &c.	House of C.W. Wright, The Pant, Ruabon, Denbighshire.	23 Oct. -	7	190	2,000	2,000	1,250	- 8 6	1,071 17 -	73	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c. – *contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,250	British and Foreign Gas Generating Apparatus Company (Limited).	Purchasing certain patent inventions for the manufacture of gas, and working same.	Not stated - - -	23 Oct. -	7	61	10,000	2,000	61	No return	No return -	7	Not known.
2,251	British Paper Pulp Company (Limited).	Acquiring, taking, and working certain patents for improvements in making a pulp for paper	24, Laurence Pountney-lane, E.C.	24 Oct. -	9	90	50,000	5,000	90	- ditto -	- ditto - -	9	- ditto.
2,252	Gas Meter Company (Limited)	Purchasing and carrying on the Gas Meter Manufactory plant, &c. of Messrs. Croll, Rait, & Co. of Kingsland.	Not stated - - -	24 Oct. -	7	163	60,000	600	165 8 31 21	100 – – 30 – – 40 – – 50 – –	19,030 – –	24	Still in operation.
2,253	Wenvoe Red Hematite Iron Ore Company (Limited).	Mining in England and Wales, and particularly the acquisition and working of the Wenvoe Hematite Iron Mines, and quarries.	6, Martin's-lane, Cannon-street.	25 Oct. -	7	510	20,000	2,000	2,000	10 – –	20,000 – –	15	- ditto.
2,254	Southsea Pier Hotel Company (Limited).	Erecting and carrying on a first class hotel at Southsea.	6, John-street, Bedford-row, W.C.	27 Oct. -	9	215	60,000	12,000	1,556	1 – –	911 5 –	68	- ditto.
2,255	Ketton Gas and Coke Company (Limited).	Supplying the village of Ketton, Rutlandshire, with gas.	Ketton, Rutlandshire -	27 Oct. -	7	80	1,250	250	250	5 – –	1,250 – –	29	- ditto.
2,256	Brandon Walls Lead Mining Company (Limited).	Lead mining at Durham - -	Not stated - - -	28 Oct. -	7	32	18,000	720	32	No return	No return -	7	No longer in operation.
2,257	Aërated Bread Company (Limited).	Manufacture and sale of bread, flour, &c.	2, Whitecross-street -	28 Oct. -	7	35	500,000	50,000	9,540 460	2 – – 6 – –	21,830 – –	160	Still in operation.
2,258	Yorkshire Fibre Company (Limited).	Cultivating, purchasing, manufacturing, and selling grass and other fibres.	4, Cullum-street, London.	28 Oct. -	7	243	45,000	900	363	50 – –	12,705 – –	9	- ditto.
2,259	Farnborough and Aldershot Freehold and Ground Rent Society (Limited).	Purchasing and letting land at Farnborough, Hants, on building leases, &c.	18, New Bridge-street, Blackfriars.	29 Oct. -	13	370	75,000	7,500	5,011	1 10 –	7,516 10 –	118	- ditto.
2,260	Greeba Mountain Slab and Slate Company (Limited).	Slate quarrying and mining in the Isle of Man.	10, King's Arms Yard, E.C.	29 Oct. -	7	530	20,000	20,000	530	No return	No return -	7	Not known.
2,261	Grestan Company (Limited) -	To purchase and work the Grestan Silver Lead Mine, in the parish of Holywell, Flintshire.	Works, HolyheadMount, Holyhead.	30 Oct. -	7	2,000	5,000	2,000	2,000	- ditto -	- ditto - -	7	No longer in operation.
2,262	Oriental and General Bath Company of Leeds (Limited).	Erecting baths, shops, offices, and public rooms in Leeds and elsewhere in England.	17, East Parade, Leeds, Yorkshire.	31 Oct. -	7	29	10,000	1,000	366	1 – –	356 – –	52	Still in operation.
2,263	Drury Buildings Estate Company (Limited).	Owning, demising, and letting of offices, houses, warehouses, lands, and tenements, in and near Liverpool.	1, Orchard-street, Liverpool.	31 Oct. -	7	1,002	100,200	1,002	1,002	75 1 –	75,200 2 –	7	- ditto.
2,264	Nova Scotia Gold Company (Limited).	Gold mining in Nova Scotia and England.	Not stated - - -	31 Oct. -	7	46	10,000	100	50 50	100 – – 30 – –	6,500 – –	8	Wound up.
2,265	Leeswood Iron Company (Limited).	Raising, smelting, and manufacturing iron ore and iron stone, and making coke.	Leeswood, Mold, Flintshire.	31 Oct. -	7	75	20,000	160	121	100 – –	12,100 – –	14	Still in operation.
2,266	Welsh Slab and Slate Company (Limited).	Purchasing, taking on lease and working slate and slab quarries in England and Wales.	15, Cannon-street West, E.C.	1 Nov. -	7	215	30,000	30,000	215	No return	No return -	7	Not known.

2,267	Pure Cod Liver Oil, Oil Extracting, and Fish Manure Company (Limited).	Extracting and clarifying fish oils generally.	7, Dane's Inn, Strand	1 Nov. -	7	35	20,000	20,000	35	No return	No return -	7	No longer in operation.
2,268	Hastings and St. Leonard's Co-operative Cottage Building Company (Limited).	Acquiring, by various means, cottage property, to let same, and to lend money on mortgage of lands, messuages and tenements of every tenure.	Music Hall, Bohemia-road, Hastings.	1 Nov. -	10	15	10,000	1,000	173	- 1 3 per week.	440 15 5	143	Still in operation.
	(2.) Under the Companies Act, 1862:												
2,269	English Union Assurance Company (Limited).	Life assurance - - - -	Not stated - - -	3 Nov. -	7	1,095	10,000	10,000	1,095	No return	No return -	7	Not known.
2,270	Residental Clubs Company (Limited).	To provide gentlemen with suitable residences in the metropolis and its suburbs.	1, Charlotte-row, Mansion House.	4 Nov. -	9	18	130,000	26,000	18	- ditto -	- ditto -	9	Still in operation.
2,271	Bradford Carpet Company (Limited.)	The manufacture of carpets -	Bowling, near Bradford, Yorkshire.	6 Nov. -	7	120	40,000	400	280	60 - -	16,800 - -	17	- ditto.
2,272	General Ventilation and Atmospheric Fire Grate Company (Limited).	Warming and ventilating rooms and buildings by a patent process.	280, Strand, Middlesex.	6 Nov. -	7	29	30,000	15,000	29	No return	No return -	7	- ditto.
2,273	Rhafna Lead Mining Company (Limited).	Lead mining - - - -	25, Bucklersbury -	6 Nov. -	7	1,500	5,000	5,000	5,000	- 4 -	1,000 - -	21	- ditto.
2,274	Roaring Water Mining Company (Limited).	Working the Roaring Water Copper Mines, in the county of Cork, Ireland.	15, Finsbury-place, South London.	14 Nov. -	7	260	18,000	6,000	1,000 1,000 2,050	3 - - 2 - - 1 - -	7,019 10 -	43	- ditto.
2,275	Glyn Neath Steam Coal and and Iron Company (Limited).	Working certain coal mines at Glyn Corrag, in the county of Glamorgan.	25, College-hill, Cannon-street West.	14 Nov. -	7	31	50,000	50,000	17,825 12,500	- 15 - 1 - -	7,226 5 -	71	- ditto.
2,276	Mill Green Mining Company (Limited).	Lead mining - - - -	124, Rockingham-street, Sheffield.	18 Nov. -	7	400	1,200	1,200	400	No return	No return -	7	- ditto.
2,277	Great Grimsby Waterworks Company (Limited).	Supplying Great Grimsby with water.	West-street, Mary's-gate, Great Grimsby.	19 Nov. -	7	70	10,000	1,000	658	2 - -	1,046 - -	34	- ditto.
2,278	Friend in Need Life, Fire, Guarantee, and Accidental Assurance Company (Limited).	Life, Fire, Guarantee, and Accidental Assurance.	471, Oxford street, W.C.	20 Nov. -	9	1,800	200,000	40,000	4,242	- 10 -	2,657 5 -	160	- ditto.
2,279	Twyford (Berks) Consumer's Gas Company (Limited.).	Supplying Twyford, in the county of Berks, with gas.	Not stated - - -	21 Nov. -	34	426	1,500	1,500	426	No return	No return -	34	Not known.
2,280	Clara United Company (Limited).	To purchase and work the Clara and other mines, in the county of Cardigan.	Ponterwyd, Cardiganshire.	21 Nov. -	9	1,070	12,000	4,000	1,070	- ditto -	- ditto -	9	Still in operation.
2,281	London and Northern Bank (Limited).	Banking in all its branches -	2, Bank-buildings, E.C.	22 Nov. -	7	90	1,000,000	10,000	5,916	15 - -	86,445 - -	338	- ditto.
2,282	Rhymney Gas Company (Limited).	Supplying the town of Rhymney, in the county of Monmouth, with gas.	Not stated - - -	24 Nov. -	7	145	3,000	600	573	5 - -	2,853 - -	42	Not known.
2,283	Greenland Company (Limited).	To carry on trading and mining operations in Greenland.	38, Broad-street Buildings, London.	25 Nov. -	7	40	100,000	20,000	40	No return	No return -	7	Still in operation.
2,284	Billericay Town Hall Company (Limited).	To erect a town hall at Billericay.	Billericay, Essex -	25 Nov. -	11	72	1,000	200	144	3 - -	424 - -	41	- ditto.
2,285	Debroogurh Tea Company (Limited).	Tea growers and manufacturers -	13, Oriental-place, Southampton.	25 Nov. -	7	35	20,000	1,000	150 850	20 - - 10 - -	11,500 - -	35	- ditto.
2,286	Strand Turkish Bath Company (Limited) now called the Chancery-lane Turkish Bath (Limited).	To supply the public with Turkish baths.	335, Strand - -	26 Nov. -	7	30	500	500	30	No return	No return -	7	- ditto.
2,287	Wadding and Carded Cotton Company (Limited).	Cotton spinning and manufacturing.	38A, King William-street, London.	26 Nov. -	7	38	10,000	2,000	38	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,288	Suffolk and Essex Newspaper Company (Limited).	The establishment, conduct, and sale of newspspers in the counties of Essex and Suffolk.	Old Butter Market, Ipswich.	27 Nov. -	10	78	2,000	200	152	6 - -	889 - -	47	Still in operation.
2,289	Maidstone Cottage Improvements Company (Limited).	The improvement of the dwellings of the labouring classes at Maidstone.	St. Peter's Parochial Library, Tunbridge-road Maidstone.	27 Nov. -	7	23	10,000	1,000	34 83	Not liable 5 - -	755 - -	20	- ditto.
2,290	Great Devon and Bedford (Colcharton) Mining Company (Limited).	Mining on the Colcharton Estate	11, Tokenhouse-yard, E.C.	27 Nov. -	7	65	25,000	10,000	7,200 2,800	1 10 - 2 10 -	17,800 - -	332	- ditto.
2,291	Royal Marine Insurance Company (Limited).	Marine insurance - - -	6, Cork-street, Liverpool.	28 Nov. -	8	400	1,000,000	50,000	400	No return	No return -	8	Dissolved.
2,292	Sankey Brook Coal Company (Limited).	To exercise and work the Sankey Brook Colliery, near St. Helen's, Lancashire.	Exchange Alley, North Liverpool.	29 Nov. -	7	70	60,000	40,000	40,000	1 - -	39,500 - -	115	Still in operation.
2,293	Oxygen Gas Company (Limited).	The purchase and working of a certain patent for improvements in the manufacture of oxygen gas.	Not stated - - -	29 Nov. -	7	175	100,000	5,000	175	No return	No return -	7	Not known.
2,294	Sandycroft Foundry and Engine Works Company (Limited).	To take and carry on the business of the Mold Foundry.	6, Queen Street-place, E.C.	1 Dec. -	7	160	16,000	400	400	40 - -	16,000 - -	48	- ditto.
2,295	Adelphi Bank (Limited) -	Banking in all its branches -	15, St. John's-street, Liverpool.	1 Dec. -	15	1,723	1,000,000	50,000	4,293 3,718	10 - - 1 - -	46,640 - -	178	- ditto.
2,296	Bishops Waltham Gas and Coke Company (Limited).	Supplying Bishops Waltham, in the county of Southampton, with gas.	Bishops Waltham, Southampton.	2 Dec. -	10	144	2,000	400	273	3 15 -	650 - -	24	- ditto.
2,297	Bank of Canada, Nova Scotia and New Brunswick (Limited).	Banking in London, with branches in Nova Scotia and elsewhere.	Royal Exchange Avenue, 3, Threadneedle-street, E.C.	2 Dec. -	7	7	1,000	10	7	No return	No return -	7	Dissolved.
2,298	Scinde, Punjaub, and Delhi Bank Corporation (Limited).	Banking in Scinde, the Punjaub, the Delhi territory, and other places in India.	8, King William-street, E.C.	4 Dec. -	7	700	1,000,000	50,000	25,000	5 - -	124,940 - -	576	Still in operation.
2,299	Para Gas Company (Limited).	Lighting the city of Belem, in the province of Para, in Brazil, with gas.	3, Victoria-street, Westminster.	5 Dec. -	7	8,000	100,000	10,000	8,150	8 - -	64,000 - -	84	- ditto.
2,300	Prince Fire Insurance Company (Limited).	Insurance against fire, storm, and tempest.	35, Ludgate-hill, E.C. -	5 Dec. -	8	6,600	100,000	100,000	6,600	No return	No return -	8	- ditto.
2,301	Oldham Fire Insurance Company (Limited).	Insuring cotton-mills, warehouses, and dwelling-houses against fire.	Clegg-street, Oldham, Lancashire.	5 Dec. -	7	100	5,000	1,000	100	- ditto -	- ditto -	7	- ditto.
2,302	Lebong Tea Company (Limited).	Acquiring land in India for the cultivation of tea and other produce thereon.	6, Lime street, E.C. -	5 Dec. -	7	600	100,000	10,000	8,000	3 10 -	28,000 - -	80	- ditto.
2,303	Manchester Driving Band Company (Limited).	Purchasing and working certain patents for improvements in the manufacture of driving bands, &c.	Arlington Mills, Adelphi, Salford.	6 Dec. -	7	63	3,750	75	75	45 - -	3,015 - -	8	- ditto.
2,304	Stalybridge Joint Stock Grocery and Provision Company (Limited).	The sale of groceries and provisions.	49, Grosvenor-square, Stalybridge.	8 Dec. -	8	135	5,000	5,000	160	- 12 6	138 5 -	13	- ditto.

2,305	Macclesfield Patent Sulphate of Copper Company (Limited).	The manufacture of sulphate of copper, and other copper salts.	Albany, Old Hall-street, Liverpool.	8 Dec. -	7	80	20,000	80	80	No return	No return -	7	Still in operation.
2,306	East Cambrian Gold Mining Company (Limited).	Working certain mines in the county of Merioneth.	1, Adelphi-terrace, Strand	8 Dec. -	7	35	50,000	50,000	4,918	- 10 -	2,021 10 -	126	- ditto.
2,307	Copper Miners Company of South Australia (Limited).	Purchasing and working the Spring Creek Mine in South Australia.	Allhallows Chambers, Lombard-street.	9 Dec. -	10	60	30,000	300	150 150	100 - - 30 - -	18,740 - -	34	- ditto.
2,308	Western Neilgherry Coffee, Tea, and Cinchona Plantation Company (Limited).	The cultivation of coffee, tea, and cinchona, in India.	150, Leadenhall-street, City.	9 Dec. -	7	35	50,000	10,000	35	No return	No return -	7	- ditto.
2,309	Clive Copper Mining Company (Limited).	Working certain mines at Clive, in the parish of St. Mary, Shrewsbury.	Clive, near Shrewsbury	10 Dec. -	7	10,000	10,000	10,000	10,000	- 15 -	7,252 - 6	13	- ditto.
2,310	Rheea and General Fibre Company (Limited).	Purchasing and working a certain patent for improvements in the manufacture of yarns, &c.	34, Coleman-street, City	10 Dec. -	7	7	50,000	50,000	7	No return	No return -	7	- ditto.
2,311	Henley in-Arden Coal and Coke Company (Limited).	Supplying Henley-in-Arden, in the county of Warwick, with gas.	Office of J. B. Conchinson, Ten Trees, Henley-in-Arden.	10 Dec. -	8	110	1,500	300	110	- ditto -	- ditto -	8	- ditto.
2,312	Vistula Colliery Company (Limited).	Purchasing and working certain coal mines in Austria.	Crosby House, 95, Bishopsgate, Within.	10 Dec. -	7	1,240	60,000	12,000	30 3,621	2 - - 5 - -	18,165 - -	21	- ditto.
2,313	London and North Western Bank (Limited), now called the Bank of Commerce (Limited).	Banking - - - - -	36, Old Broad-street, E. C.	10 Dec. -	8	80	2,000,000	20,000	80	No return	No return -	8	- ditto.
2,314	British Trading Company Limited, now called the Petroleum Trading Company (Limited).	Trading in petroleum, and other mercantile articles.	Royal Exchange Buildings.	10 Dec. -	7	3,200	100,000	10,000	3,283 57	10 - - 8 - -	33,286 - -	20	- ditto.
2,315	Port of Liverpool Grain Warehousing Company (Limited).	Warehousing grain, and other articles, in the Port of Liverpool.	24, North John-street, Liverpool.	11 Dec. -	7	1,950	50,000	10,000	10,000	1 - -	10,000 - -	52	- ditto.
2,316	Burnham Gas Company (Limited).	Supplying Burnham, in Essex, with gas.	Gitle House, Burnham, Essex.	11 Dec. -	6	125	1,500	300	300	3 10 -	1,050 - -	22	- ditto.
2,317	Machine Ice Company (Limited).	The manufacture of ice, and sawing wood, &c., by machinery.	10, Basinghall-street -	12 Dec. -	7	88	20,000	1,000	310	20 - -	6,200 - -	20	- ditto.
2,318	British and Colonial Brush Company (Limited).	The manufacture and sale of brushes.	36, Old Broad-street, E. C.	12 Dec. -	7	170	50,000	50,000	170	No return	No return -	7	- ditto.
2,319	Warehousemen's and Clerk's Dining Rooms Company (Limited).	Establishing and carrying on dining rooms.	17, Cross-street, Manchester.	13 Dec. -	13	520	5,000	5,000	4,407	- 15 -	2,782 5 -	452	- ditto.
2,320	North of England Plate-glass Insurance Company (Limited).	Insuring plate-glass by replacement.	58, St. Mary Axe, E.C.	15 Dec. -	7	230	2,000	1,000	230	No return	No return -	7	- ditto.
2,321	London and Manchester Bank (Limited).	Banking business generally -	95, Gracechurch-street, E. C.	16 Dec. -	7	7	1,000	10	7	- ditto -	- ditto -	7	- ditto.
2,322	Anglo-Parisian Brewery Company (Limited).	Brewing at Ivry, near Paris -	1, Arthur-street, West, E. C.	17 Dec. -	7	125	200,000	10,000	125	- ditto -	- ditto -	7	- ditto.
2,323	British Columbia Company (Limited).	Mining operations generally, in British Columbia.	35, Bucklesbury, E. C.	17 Dec. -	9	100	3,500	350	100	- ditto -	- ditto -	9	- ditto.
2,324	West End Brewery Company (Limited).	Purchasing and carrying on the brewery business of the Grosvenor Brewery.	Brewery, George-street, Grosvenor-square.	17 Dec. -	7	720	20,000	4,000	720	- ditto -	- ditto -	7	- ditto.
2,325	Great Northern and Western Bank (Limited).	Banking business generally -	Not stated - - -	18 Dec. -	7	70	5,000,000	500,000	70	- ditto -	- ditto -	7	No longer in operation.
2,326	Himalaya Tea Company (Limited).	Purchasing, renting, or leasing land in India, for the cultivation of tea, &c.	17, Gracechurch-street	18 Dec. -	7	270	100,000	4,000	2,000	10 - -	16,000 - -	32	Still in operation.
2,327	Brightlingsea Gas and Coke Company (Limited).	Manufacturing and selling gas and coke at Brightlingsea.	Swan Inn, Brightlingsea, Essex.	19 Dec. -	8	99	1,800	600	99	No return	No return -	8	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

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	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1862:			£.			£. s. d.	£. s. d.		
2,328	South African Irrigation and Investment Company (Limited), now called the South African Mortgage and Investment Company (Limited).	Transacting the business of a land irrigation, and public works company in the Colonies of the Cape of Good Hope.	39, Lothbury, E.C. -	19 Dec. -	10	10,000	1,000,000	20,000	10,000	5 - -	50,000 - -	200	Still in operation.
2,329	Ross Royal Hotel Company (Limited).	Carrying on the business of Royal Hotel and Royal Hotel Tap at Ross, Herefordshire.	1, Portland Villas, Ross, Herefordshire.	20 Dec. -	9	345	25,000	2,500	500 2,000	10 - - 2 10 -	9,562 - -	40	- ditto.
2,330	Birkenhead Temperance Hall Company (Limited), now the Birkenhead Workman's Hall Company.	Erecting and letting-out for public hire a public hall at Birkenhead.	15, Market Cross, Birkenhead.	20 Dec. -	20	329	4,500	4,500	2,945	- 5 -	814 6 6	257	- ditto.
2,331	Great Laxey Mining Company (Limited).	Mining in the Isle of Man -	12, Old Jewry Chambers, E.C.	20 Dec. -	7	6,503	60,000	15,000	12,500	4 - -	50,000 - -	105	- ditto.
2,332	Great Northern Bank (Limited).	Banking generally - - -	Not stated - - -	22 Dec. -	7	58	2,000	80	58	No return	No return -	7	Not known.
2,333	Powell United Silver Lead Mining Company (Limited).	Mining in Cardiganshire for lead ore, &c.	Aldine Chambers, 61, Princes-street, Manchester.	23 Dec. -	7	35	10,000	2,000	200 1,200	5 - - 2 10 -	3,812 10 -	21	Still in operation.
2,334	Plymouth Patent Sugar Refining Company (Limited).	Purchasing, selling, and refining sugars.	Sutton-road, Plymouth	23 Dec. -	10	461	40,000	2,000	1,600	10 - -	15,975 - -	53	- ditto.
2,335	Royal Marine Insurance Company (Limited).	Marine insurance - - -	6, Cook-street, Liverpool.	23 Dec. -	8	400	1,000,000	50,000	400	No return	No return -	8	- ditto.
2,336	New Zealand Trust and Loan Company (Limited).	Investing and lending money on security of property in New Zealand.	31, New Broad-street, E.C.	23 Dec. -	7	700	500,000	20,000	700	- ditto -	- ditto -	7	- ditto.
2,337	European Bank (Limited) -	Banking generally - - -	Not stated - - -	23 Dec. -	7	7	2,000	20	7	- ditto -	- ditto -	7	Dissolved.
2,338	Beverley Union Mill Company (Limited).	Working a flour mill, and dealing in corn and meal of all kinds.	Walker Gate, Beverley	23 Dec. -	9	9	1,000	1,000	9	- ditto -	- ditto -	9	Still in operation.
2,339	Ilfracombe Harbour Company (Limited).	Erecting and maintaining a pier, breakwater and harbour at Ilfracombe.	Not stated - - -	23 Dec. -	7	34	50,000	10,000	34	- ditto -	- ditto -	7	Not known.
2,340	Exmouth Pier Company (Limited).	Erecting and maintaining a pier at Exmouth.	- ditto - - -	24 Dec. -	7	14	12,000	2,400	14	- ditto -	- ditto -	7	- ditto.
2,341	Anglo-Portuguese Bank (Limited).	Banking generally - - -	27, Cornhill, City -	26 Dec. -	7	7	1,000,000	20,000	7	- ditto -	- ditto -	7	Still in operation.
2,342	Cardigan Gas and Coke Gas Consumers Company (Limited).	Supplying the town of Cardigan with gas.	Cardigan - - -	27 Dec. -	86	1,000	2,000	1,000	1,000	2 - -	1,534 - -	81	- ditto.
2,343	Exchange Banking Company of England and America (Limited).	Banking in America with a principal office in London.	Not stated - - -	27 Dec. -	7	10	1,000	10	10	No return	No return -	7	Not known.
2,344	Leeds and County Bank (Limited).	Banking business generally -	4, Park-road, Leeds -	29 Dec. -	8	908	1,000,000	10,000	7,500	25 - -	187,500 - -	453	Still in operation.
2,345	Central London Bank Company (Limited).	Banking business generally -	Not stated - - -	31 Dec. -	7	77	2,000	40	7	No return	No return -	7	Not known.

2,346	Millwall Iron Works and Shipbuilding Company (Limited).	Building and repairing ships, and mechanical engineering.	84, King William-street, City.	31 Dec. -	9	9	300,000	300	300	500 - -	150,000 - -	10	Dissolved.
2,347	London General Advertising Frame Manufacturing Company (Limited).	Frame manufacturing - -	29, Charles-street, Hatton-garden, W.C.	31 Dec. -	7	36	5,000	1,000	36	No return	No return -	7	- ditto.
				1863:									
2,348	West Central Horse and Carriage Repository (Limited).	Carrying on the business of a repository for the sale of horses, cattle, dogs, carriages, harness, and other property, by auction.	81 and 88, High Holborn.	1 Jan. -	8	320	50,000	10,000	320	- ditto -	- ditto -	8	Still in operation.
2,349	Writtle Gas Company - -	Supplying Writtle, in the county of Essex, and the adjacent neighbourhood with gas, &c.	Chelmsford, Essex -	1 Jan. -	7	180	1,000	200	200	5 - -	890 - -	12	- ditto.
2,350	Blackpool Hotel Company (Limited).	Affording hotel accommodation at Blackpool.	Not stated - - -	1 Jan. -	8	8	50,000	6,000	8	No return	No return -	8	No longer in operation.
2,351	London and Paris Bank (Limited).	Banking - - - - - -	- ditto - - -	1 Jan. -	7	7	2,000	20	7	- ditto -	- ditto -	7	Not known.
2,352	Midland Counties Union Bank (Limited).	Banking - - - - - -	- ditto - - -	1 Jan. -	7	7	2,000	20	7	- ditto -	- ditto -	7	- ditto.
2,353	Great Western Deep Coal Company (Limited).	Working certain mines in the Forest of Dean for coals and other minerals.	Carlton-buildings, Cooper-street, Manchester.	1 Jan. -	7	320	60,000	5,000	320	- ditto -	- ditto -	7	Still in operation.
2,354	East and West Dolbebin Slate Quarry Company (Limited).	Working the East and West Dolbebin Slate Quarries at Nanttle, in the county of Carnarvon.	61, Princes-street, Manchester.	3 Jan. -	7	120	30,000	6,000	120	- ditto -	- ditto -	7	- ditto.
2,355	Continental Railway Lubricating Company (Limited).	Purchasing and working certain patents in applying oil or lubricating fluid to locomotive and other axletrees.	1, Yorks - buildings, Adelphi.	5 Jan. -	8	19,980	45,000	22,500	20,000	- ditto -	- ditto -	8	- ditto.
2,356	English and Irish Bank (Limited).	Banking - - - - - -	25, Poultry - -	5 Jan. -	7	121	200,000	20,000	7,282	7,032, 10*l.* 250, 20*l.*	75,320 - -	204	- ditto.
2,357	Cape of Good Hope Copper Mining Company (Limited).	Copper mining and smelting in the colony of the Cape of Good Hope.	Not stated - - -	6 Jan. -	7	7	2,000	200	7	No return	No return -	7	- ditto.
2,358	Blackpool Land, Building, and Hotel Company (Limited).	Purchasing lands, buildings, &c., at Blackpool, and erecting dwelling-houses and an hotel thereon, and carrying on the business of hotel-keepers.	Central Beach, Blackpool.	6 Jan. -	14	861	50,000	10,000	5,516	1 - -	5,948 10 -	97	- ditto.
2,359	British and Portuguese Cork Company (Limited).	Purchasing and renting cork forests in Portugal, and selling the produce thereof, and generally to carry on the business of cork growers, importers, &c.	12, St. Benets-place, E.C.	7 Jan. -	7	412	120,000	60,000	412	No return	No return -	7	- ditto.
2,360	Cannes Hotel Company (Limited).	Erecting an hotel at Cannes, and carrying on the business of hotel-keepers.	1, St. Michael's House, Cornhill, E.C.	7 Jan. -	7	7	120,000	6,000	7	- ditto -	- ditto -	7	- ditto.
2,361	Swansea Public Hall Company (Limited).	Providing a public hall with refreshment rooms, &c.	Assembly Rooms, Swansea.	7 Jan. -	9	385	3,000	3,000	385	- ditto -	- ditto -	9	- ditto.
2,362	St. Cuthbert Lead Smelting Company (Limited).	Mining and smelting at St. Cuthbert, Wells, Somerset.	17, Gresham House, Old Broad-street, E.C.	7 Jan. -	7	450	75,000	15,000	13,590	4 - -	24,945 - -	48	- ditto.
2,363	London and Midland Counties Banking Company (Limited).	Banking - - - - - -	Not stated - - -	8 Jan. -	7	7	2,000	20	7	No return	No return -	7	Not known.
2,364	British and Foreign Marine Insurance Company (Limited).	Marine insurance of every description.	25, Cornhill, E.C. -	8 Jan. -	7	350	1,000,000	50,000	49,750	2 - -	99,500 - -	343	Still in operation.
2,365	British and American Exchange Banking Corporation (Limited).	Banking - - - - - -	1, Bank - buildings, Lothbury, E.C.	8 Jan. -	8	800	1,000,000	20,000	15,000	15 - -	224,985 - -	199	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

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	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,366	London, Birmingham, & South Staffordshire Bank (Limited).	Banking - - - - - -	110, Cheapside, E.C. -	8 Jan. -	10	37	1,000,000	10,000	37	No return	No return -	10	Still in operation.
2,367	Ramsay Lead Mining and Smelting Company (Limited).	Acquiring and working certain lead mines at Ramsay, in the county of Lanark, Canada West.	17, Abchurch-lane, E.C.	8 Jan. -	7	301	100,000	20,000	301	- ditto -	- ditto -	7	Dissolved.
2,368	Inns of Court Hotel Company (Limited).	Erecting an hotel in London, and carrying on the business of hotel-keepers.	63, Lincoln's-inn-fields, W.C.	9 Jan. -	7	85	100,000	10,000	6,773	3 - -	25,402 10 -	400	Still in operation.
2,369	Continental Bank (Limited) -	Banking - - - - - -	Not stated - - -	10 Jan. -	7	7	2,000	20	7	No return	No return -	7	Not known.
2,370	Midland Counties Proprietary School Company (Limited).	Furnishing, on moderate terms, a sound and liberal education, according to the principles held by Evangelical Nonconformists.	15, Claremont-terrace, Waterloo-road, Wolverhampton.	12 Jan. -	8	420	20,000	4,000	420	- ditto -	- ditto -	8	Still in operation.
2,371	Ironfounders Patent Carbon Company (Limited).	The manufacturing of moulders' blocking, grinding coal, coke, and charcoal, &c.	1, Clarence-street, Manchester.	13 Jan. -	7	455	15,000	3,000	455	- ditto -	- ditto -	7	- ditto.
2,372	Surburban Hotel Company (Limited).	Erecting hotels in the neighbourhood of London, and carrying on the business of hotel-keepers.	Hampstead-heath Hotel, Vale of Health, Hampstead.	13 Jan. -	7	350	50,000	5,000	3,633	2 10 -	17,217 10 -	42	- ditto.
2,373	New Wheal Martha Mining Company (Limited).	Purchasing the Great Wheal Martha Mine, situated in the parish of Stoke Climsland, in the county of Devon, and working the same.	12, Copthall-court, Throgmorton-street, E.C.	14 Jan. -	7	35	10,000	10,000	10,000	1 - -	9,780 15 -	290	- ditto.
2,374	City of London and General Fire and Life Assurance Company (Limited).	Insurance of every description -	82, Old Broad-street, E.C.	14 Jan. -	7	350	1,000,000	40,000	350	No return	No return -	7	- ditto.
2,375	Union Marine Insurance Company (Limited).	Marine insurance - - -	Liverpool and London Chambers, High-st., Liverpool.	15 Jan. -	7	700	2,000,000	100,000	700	- ditto -	- ditto -	397	- ditto.
2,376	South African Copper Mining Company (Limited).	Mining in Southern Africa -	Not stated - - -	16 Jan. -	7	11	2,000	200	11	- ditto -	- ditto -	7	Not knowu.
2,377	Cape Copper Mining Company (Limited).	Purchasing of Messrs. Phillips, King, & Co., certain mines situate in the colony of the Cape of Good Hope, and working same.	6, Queen-street Place, Upper Thames-street, E.C.	17 Jan. -	8	800	150,000	15,000	15,000	6 - -	89,700 - -	274	Still in operation.
2,378	Midland Banking Company (Limited).	Banking - - - - - -	38, New Broad-street, E.C.	17 Jan. -	11	625	1,000,000	10,000	625	No return	No return -	123	- ditto.
2,379	Trimsaran Anthracite Coal and Iron Company (Limited).	Mining at Trimsaran, in the county of Carmarthen.	Carlton-buildings, Cooper-street, Man-	17 Jan. -	8	22	150,000	150	22	- ditto -	- ditto -	8	- ditto.

2,380	Oil Wells Company of Canada (Limited).	Acquiring land in Canada, and collecting, purchasing, and trading in native or petroleum oil, &c.	18, Poultry, London, E.C.	19 Jan.	7	140	75,000	15,000	140	ditto	ditto	7	ditto.
2,381	General Textile Fibre Company (Limited).	The attainment of and improvements in preparing fibrous materials used in spinning threads.	College Wharf, Belvidere-road.	19 Jan.	7	40	800	40	40	ditto	ditto	7	ditto.
2,382	Billingsgate Fishing Company (Limited).	The prosecution of sea, river, and lake fishing of every kind.	Not stated	20 Jan.	7	65	50,000	10,000	65	ditto	ditto	7	Not known.
2,383	Patent Water Purifying Powder Company (Limited).	Manufacturing a chemical compound for softening water.	12, Bucklersbury, E.C.	20 Jan.	7	7	30,000	6,000	7	ditto	ditto	7	Still in operation.
2,384	Trubb Smithy Cotton Spinning and Manufacturing Company (Limited).	Spinning and manufacturing cotton and other materials to purchase and carry on the business of Luke Isherwood & Co., cotton spinners, &c., at Trubb Smithy, near Manchester.	Trubb Smithy, Blue Pits, near Manchester.	20 Jan.	8	109	10,000	200	120	50	6,000	11	ditto.
2,385	Bank of Westminster (Limited).	Banking	12, King's Arms-yard, Moorgate-street, London.	21 Jan.	7	70	1,000,000	10,000	70	No return	No return	7	ditto.
2,386	Empire Marine Insurance Company (Limited).	Marine insurance	The Liverpool and London Chambers, High-street, Liverpool.	21 Jan.	7	70	1,000,000	100,000	20,000	2	40,000	264	ditto.
2,387	Llangefni Gas and Coke Company.	Manufacturing gas and coke at Llangefni, in the county of Anglesea.	Church-street, Llangefni	21 Jan.	14	145	1,500	300	145	No return	No return	14	ditto.
2,388	Garth Llwynog Slate Company (Limited).	Mining for slate, &c., in the parish of Llanfrothen, at the Garth Llwynog Slate Quarry.	42, Lombard street, E.C.	21 Jan.	9	620	30,000	6,000	620	ditto	ditto	9	ditto.
2,389	Fron Lead Mining Company (Limited).	Purchasing and working the Fron Lead Mine, situate in the parish of Holywell, in the county of Flint.	Aldine Chambers, 61, Princes-street, Manchester.	21 Jan.	7	35	10,000	2,000	35	ditto	ditto	7	ditto.
2,390	Export and Import Company (Limited).	Carrying on such mercantile transactions as are usually conducted by merchants, commission agents, and ship and insurance brokers.	Not stated	21 Jan.	7	400	20,000	2,000	400	ditto	ditto	7	No longer in operation.
2,391	Northern Mercantile Association (Limited).	Carrying on such mercantile transactions as are usually conducted by merchants, commission agents, and ship and insurance brokers.	Exchange-buildings, Quayside, Newcastle-on-Tyne.	22 Jan.	7	206	10,000	1,000	201	10	2,010	8	Still in operation.
2,392	Bridlington Quay Hotel Company (Limited).	Purchasing land at Bridlington Quay, and erecting an hotel thereon, and carrying on the usual business of an hotel and club.	5, Victoria-street, Westminster.	22 Jan.	7	7	80,000	8,000	7	No return	No return	7	ditto.
2,393	Bradford Livery Stable Company (Limited).	Carrying on the ordinary business of cab, omnibus, and coach proprietors, common carriers, and livery stable keepers.	18, North-gate, Bradford.	22 Jan.	7	50	2,500	125	50	ditto	ditto	7	ditto.
2,394	Bradford Theatre and Opera Company (Limited).	Erecting a theatre and opera house, shops, &c., and leasing or letting the same.	13, Piece Hall Yard, Bradford.	23 Jan.	7	68	6,000	600	7	ditto	ditto	41	ditto.
2,395	Lough Neagh Land Drainage Company (Limited).	To purchase, drain, and sell, or cultivate the soil and bottom of Lough Neagh, Lough Beg, and the Lower Bann River.	4, Great Queen-street, Westminster.	23 Jan.	11	42	2,000	400	42	ditto	ditto	11	ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,396	London Mutual Petroleum Light and Lamp Company (Limited).	Dealing in oils, candles, soap, lamps, and other articles.	5, Friar-street, Doctors' Commons, E.C.	23 Jan.	7	174	200,000	20,000	174	No return	No return	7	Still in operation.
2,397	Globe Steam Printing Company (Limited).	Carrying on a general printing business.	13 and 14, Wine Office-court, Fleet-street, London.	23 Jan.	7	7	5,000	5,000	7	ditto	ditto	7	ditto.
2,398	Building National Improvement Company (Limited).	Working patent registered and reserved improvements and rights in building materials, and especially of Dixon's patent dry laminæ.	9, Pall Mall East, S.W.	24 Jan.	7	130	30,000	6,000	130	ditto	ditto	7	Dissolved.
2,399	Union Banking and Investment Company (Limited).	Receiving deposits at interest, discounting bills, and lending money.	14, Exchange-place, East Bolton.	24 Jan.	7	33	10,000	200	A. 43 B. 42	45 – – 5 – –	2,145 – –	8	Still in operation.
2,400	Manchester Rubber Company (Limited).	The manufacturing india-rubber and gutta percha into various articles.	Victoria Mills, Weaste, near Manchester.	26 Jan.	9	1,900	50,000	5,000	1,900	No return	No return	9	ditto.
2,401	London, Hull, and Stockholm Steam Shipping Company (Limited).	Steam navigation between England and Stockholm.	Not stated	26 Jan.	7	197	50,000	2,000	197	ditto	ditto	7	No longer in operation.
2,402	Iron Steam Tug Company (Limited).	The purchase or hire of steamers, and the employment thereof in towing ships or other vessels.	21, Mark-lane, E.C.	26 Jan.	8	176	15,000	600	176	ditto	ditto	8	Still in operation.
2,403	Bank of Great Britain (Limited)	Banking	31, Throgmorton-street, E.C.	27 Jan.	7	75	2,000,000	20,000	75	ditto	ditto	7	ditto.
2,404	Railway Carriage and Steamboat Gaslighting Company (Limited).	Supplying gas to railway carriages, stations, steam-boats, &c., under S. Newall's and other patents.	Broad-street, Bury, Lancashire.	27 Jan.	9	660	10,000	1,000	1,000	2 10 –	2,500 – –	15	ditto.
2,405	Cray's Gaslight and Coke Company (Limited).	Supplying Foot's Cray, St. Mary's Cray, and neighbourhood, with gas.	2, Adelaide-place, London Bridge, E.C.	28 Jan.	7	180	5,000	1,000	872	3 10 –	1,840 10 –	70	ditto.
2,406	Farmers' Steam Cultivation Company (Limited).	Farming by the aid of machinery	Not stated	29 Jan.	7	7	5,000	500	7	No return	No return	7	No longer in operation.
2,407	Cotton Plantation Company of Natal (Limited).	Cultivating cotton in the colony of Natal and British possession adjacent.	6, Great St. Helens	29 Jan.	7	350	150,000	15,000	13,342	4 – –	49,359 – –	99	Still in operation.
2,408	Ruabon Gaslight and Coke Company (Limited).	Supplying Ruabon and its neighbourhood with gas.	6, High-street, Ruabon, Wales.	29 Jan.	7	145	1,500	1,500	145	No return	No return	7	ditto.
2,409	Feltham Consumers' Gaslight and Coke Company (Limited)	Supplying Feltham and neighbourhood with gas.	Not stated	29 Jan.	10	85	1,500	300	85	ditto	ditto	10	Not known.
2,410	Anglo-Indian Tea Company (Limited).	Cultivating, purchasing, and selling tea.	150, Leadenhall-street, E.C.	29 Jan.	7	61	10,000	100	61	ditto	ditto	7	Still in operation.
2,411	Natal Central Railway Company (Limited).	Constructing a railway from the town of D'Urban to the town of Pieter Maritzburg, in the colony of Natal.	69, Lombard-street, London.	30 Jan.	7	7	600,000	30,000	7	ditto	ditto	7	ditto.

2,412	Central London Bank (Limited), now called the General London Bank (Limited).	Banking - - - - -	27, James-street, Coventgarden, W.C.	31 Jan. -	7	555	50,000	5,000	1,300	3 - -	2,561 15 -	79	- ditto.
2,413	Wardour (Chilmark) and Tisbury Stone Company (Limited).	Winning and working stone, and other minerals, at Tisbury, Wiltshire.	3, Adelaide-place, London Bridge.	31 Jan. -	7	68	10,000	1,000	68	No return -	No return -	1,501	- ditto.
2,414	Caedryn Slate Quarry Company (Limited).	Working the Caedryn slate quarries, Dolgarrog, in the parish of Llanted-y-Cenin, Carnarvonshire.	2, Moorgate-street, E.C.	31 Jan. -	7	1,501	20,000	2,000	2,000	10 - -	20,000 - -	8	- ditto.
2,415	Solid-drawn Iron and Steel Tube Company (Limited).	Improvements in the manufacture of cast steel, and other metal tubes.	Not stated - - -	2 Feb. -	7	620	150,000	30,000	620	No return -	No return -	7	Not known.
2,416	Continental Bank Corporation (Limited).	Banking - - - - -	69, Cornhill, E.C. -	3 Feb. -	7	7	1,000,000	10,000	4,854	10 - -	46,500 - -	134	Still in operation.
2,417	City of Manchester and North of England Funeral Furnishing Company (Limited).	General undertakers - - -	15, 17, and 19, Long Mill Gate, Manchester.	4 Feb. -	8	40	20,000	20,000	40	No return -	No return -	8	- ditto.
2,418	South Parys Copper Mining Company (Limited).	Acquiring and working certain mines in the Island of Anglesea.	Not stated - - -	4 Feb. -	7	23	20,000	10,000	23	- ditto -	- ditto -	7	Not known.
2,419	Bersham Paper Company (Limited).	The manufacture and sale of paper and paper pulp.	Bersham, near Wrexham	5 Feb. -	7	745	8,000	800	745	- ditto -	- ditto -	7	Still in operation.
2,420	Syrian Telegraph Company (Limited).	Constructing, working, and maintaining a telegraph connecting Alexandria, Suez, and Constantinople.	62, Moorgate - street, E.C.	6 Feb. -	7	350	50,000	50,000	350	- ditto -	- ditto -	7	- ditto.
2,421	Asia Minor Company (Limited)	Purchase, sale, and growth of cotton, and other products.	57, Falkner-street, Manchester.	7 Feb. -	7	1,100	500,000	50,000	1,100	- ditto -	- ditto -	7	- ditto.
2,422	Guardian Plate Glass Insurance Company (Limited).	Insuring every kind of plate and other glass against accidental or malicious breakage.	81, King-street, Manchester.	7 Feb. -	8	4,000	25,000	5,000	4,000	- ditto -	- ditto -	8	- ditto.
2,423	Kineton Gaslight, Coal and Coke Company (Limited).	Supplying the town and neighbourhood of Kineton, in the county of Warwick, with gas.	Kineton, Warwickshire -	10 Feb. -	10	105	15,000	750	105	- ditto -	- ditto -	10	- ditto.
2,424	Albion Marine Insurance Company (Limited).	Marine insurance - - - -	Exchange - court, Exchange - street, East Liverpool.	10 Feb. -	11	1,100	1,000,000	50,000	50,000	2 - -	100,000 - -	434	- ditto.
2,425	King's Langley Gaslight and Coke Company (Limited).	The manufacture and sale of gas	House of S. Linsmore, King's Langley, Suffolk.	10 Feb. -	7	680	1,000	1,000	957	- 15 -	717 15 -	19	- ditto.
2,426	Steam Salt Company (Limited)	Manufacture and sale of salt at Wharton, in the county of Chester.	Church-street, Over, nr. Winsford, Cheshire, and 31, Nicholas-lane, E.C.	12 Feb. -	7	10	50,000	10,000	10	No return -	No return -	7	- ditto.
2,427	Beeston Manor Mill Company (Limited).	Corn-milling in all its branches	Town's School, Beeston, near Leeds.	12 Feb. -	19	395	2,000	2,000	395	- ditto -	- ditto -	19	- ditto.
2,428	Hale's Patent Rotary Rocket and Shell Company (Limited).	Purchasing and carrying out Hale's patent for improvements in impelling shells or shot.	6, John-street, Adelphi -	12 Feb. -	7	80	100,000	10,000	80	- ditto -	- ditto -	7	- ditto.
2,429	Ceylon Gas and Water Company (Limited).	Supplying Colombo, and other places in Ceylon, with gas and water.	76, King William-street, E.C.	12 Feb. -	11	275	100,000	10,000	275	- ditto -	- ditto -	11	- ditto.
2,430	London Indurated Stone Company (Limited).	Indurating stone by Hutchinson's patent process, and buying and selling stone, and manufacturing stone ware and materials of all kinds.	24, Lawrence Pountney-lane, E.C.	14 Feb. -	7	29	5,000	500	29	- ditto -	- ditto -	7	- ditto.
2,431	Photogenic Gas Company (Limited).	Working certain patents for an improved cold vapour generator, which may also be used in the carburation of illuminating gas.	95, Bishopsgate - street, London.	14 Feb. -	7	35	200,000	10,000	35	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*conta.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,432	London, Manchester, and Glasgow Bank (Limited).	Banking - - - - - -	Not stated - - -	16 Feb. -	7	179	1,500,000	15,000	179	No return	No return -	7	No longer in operation.
2,433	St. James's Hotel Company (Limited).	Carrying on the business of hotel keepers and wine and spirit merchants.	77, Piccadilly - -	16 Feb. -	7	220	50,000	5,000	4,720	4 - -	18,680 - -	149	Still in operation.
2,434	Bristol Channel Steam Towing Company (Limited).	Towing vessels and conveying passengers in the Bristol Channel and River Severn.	47, Stuart-street, Cardiff	18 Feb. -	7	76	4,000	160	128	25 3 -	3,200 - -	7	- ditto.
2,435	Condensed Peat Company (Limited).	Manufacturing and selling condensed peat and charcoal.	12, Pancross-lane, Bucklersbury.	18 Feb. -	7	701	100,000	50,000	5,245	1 10 -	5,611 5 -	72	- ditto.
2,436	London, Southwark, and Westminster Bank (Limited).	Banking - - - - - -	Not stated - - -	18 Feb. -	7	7	1,000	10	7	No return	No return -	7	Not known.
2,437	Hafod Hotel Company (Limited).	To provide hotels, and to carry on the business of hotel keepers, at various places in Cardiganshire.	32, Moorgate-street, E.C.	19 Feb. -	10	860	30,000	3,000	860	- ditto -	- ditto -	10	Still in operation.
2,438	Mercantile and Exchange Bank (Limited).	Banking - - - - - -	15, Water-street, Liverpool.	19 Feb. -	7	350	1,000,000	20,000	20,000	10 - -	199,379 12 5	382	- ditto.
2,439	United Kingdom Railway Rolling Stock Company (Limited).	The purchase of railway rolling-stock, and the leasing or re-selling the same.	13, Tokenhouse-yard, E.C.	20 Feb. -	7	155	100,000	10,000	2,933 345	3 10 - Not liable	13,715 10 -	60	- ditto.
2,440	Royal Bellevue Hotel Company of Aberystwith.	Carrying on the business of hotel keepers at Aberystwith.	2, Winchester-buildings, Winchester-street, E.C.	20 Feb. -	7	810	30,000	6,000	810	No return	No return -	7	- ditto.
2,441	City Discount Company (Limited).	The carrying on the business of a discount, advance, and investment company, in all its several branches and departments.	14, Clement's-lane, Lombard-street.	20 Feb. -	7	7	2,000	400	7	- ditto -	- ditto -	7	- ditto.
2,442	Attleburgh Corn-hall and Reading-room Company (Limited).	The erection of a corn-hall, reading rooms, and other rooms, at Attleburgh, in the county of Norfolk.	Attleburgh, Norfolk -	21 Feb. -	10	55	1,000	200	55	- ditto -	- ditto -	10	- ditto.
2,443	Butler Green Cotton Spinning Company (Limited).	Spinning and manufacturing cotton and other fibrous substances.	Butler Green, Chadderton, near Manchester.	21 Feb. -	7	16	20,000	160	38	125 - -	2,775 - -	14	- ditto.
2,444	London and Hamburgh Exchange Bank (Limited): now the London, Hamburgh, and Continental Exchange Bank (Limited).	Banking - - - - - -	79, Lombard-street, E.C.	21 Feb. -	7	50	5,000	50	50	No return	No return -	7	- ditto.
2,445	Joint Stock Discount Company (Limited).	Carrying on the business of bill-brokers and scriveners.	5, 6, and 7, Nicholas-lane, E.C.	21 Feb. -	7	800	2,000,000	80,000	80,000	5 - -	400,000 - -	476	- ditto.
2,446	National Bank of Liverpool (Limited).	Banking - - - - - -	1, Exchange-buildings, Liverpool.	23 Feb. -	7	700	2,000,000	20,000	10,000 10,000	10 - - 5 - -	145,976 - -	513	- ditto.
2,447	Patent Electric Signal Company (Limited).	Working certain patents for operating upon railway signals by electricity.	2, Dean's-yard, Westminster.	23 Feb. -	9	340	6,000	600	340	No return	No return -	9	- ditto.

2,448	Temperance Hotel Company (Limited).	Carrying on the business of hotel keepers on temperance principles at Manchester, and elsewhere.	52, Princess-street, Manchester.	24 Feb.	7	100	20,000	2,000					
2,449	Norfolk Farmers' and General Assurance and Investment Company (Limited).	Insuring cattle against all risks -	St. Giles-street, Norwich.	24 Feb. -	7	590	50,000	50,000	590	No return	No return -	7	- ditto.
2,450	St. John's Chapel Gas Company (Limited).	Supplying St. John's chapel and neighbourhood, in the county of Durham, with gas.	St. John's Chapel, Durham.	24 Feb. -	8	36	600	120	120	1 5 -	150 - -	25	- ditto.
2,451	Dongelley Gold and Copper Mining Company (Limited).	The getting, raising, making marketable, and selling metallic ores, minerals, and metals.	62, Lower King-street, Manchester.	24 Feb. -	7	35	30,000	30,000	35	No return	No return -	7	- ditto.
2,452	Victoria Hotel Company of Pau (Limited).	Hotel-keeping at Pau Department of the Basses Pyrenees.	Not stated - - -	26 Feb. -	7	11	140,000	7,000	11	- ditto -	- ditto -	7	Not known.
2,453	Birkenhead Land and Investment Association (Limited).	Advancing money upon mortgage of land, buildings, and personal property, buying and selling buildings, &c.	26, Conway-street, Birkenhead.	26 Feb. -	9	41	10,000	1,000	320	2 10 -	1,362 15 -	49	Still in operation.
2,454	London Joint Stock Loan Discount and Investment Company (Limited).	Opening and conducting of a General Loan, Discount, and Investment Company in all its branches.	34, Great Queen-street, Lincoln's-Inn Fields.	26 Feb. -	7	175	10,000	2,000	305	1 - -	296 5 -	14	- ditto.
2,455	River Plate Land and Farming Company (Limited).	Carrying on the business of sheep and cattle farmers in one or more of the provinces of the Argentine Confederation, or the Republic of Uruguay.	52, South Castle-street, Liverpool.	26 Feb. -	7	70	40,000	400	70	No return	No return -	7	- ditto.
2,456	Cape Race Electric Telegraph and Light Ship Company (Limited).	Using vessels for establishing communication by signals of any kind with ships at sea and the shore, at or near Cape Race, in the Island of Newfoundland.	Not stated - - -	26 Feb. -	8	65	5,000	500	65	- ditto -	- ditto -	8	No longer in operation.
2,457	Albemarle Club Company (Limited).	Carrying on the business of a club.	22, Albemarle-street, Piccadilly.	27 Feb. -	8	50	2,000	200	50	- ditto -	- ditto -	8	Still in operation.
2,458	British Honduras Cotton Company (Limited).	The purchasing, holding, renting, selling, exchanging, and cultivating lands in the colony of British Honduras, and the selling and exporting of the produce thereof.	1, Great Winchester-street, E.C.	27 Feb. -	7	550	200,000	20,000	550	- ditto -	- ditto -	7	- ditto.
2,459	St. Maurice Mining Company (Limited).	Working the copper, lead, silver, and other mines of St. Maurice, situate in the department of the Hautes Alpes, in the empire of France.	Not stated - - -	27 Feb. -	8	835	100,000	5,000	835	- ditto -	- ditto -	8	Dissolved.
2,460	Batley Public Bath Company (Limited).	Erecting baths at Batley, in the county of York.	Queen-street, Batley, Yorkshire.	27 Feb. -	7	38	2,000	2,000	38	- ditto -	- ditto -	7	Still in operation.
2,461	Cadre Idris Gold and General Mining Company (Limited).	Mining and smelting - -	26, Lombard-street, E.C.	28 Feb. -	7	565	2,000	2,000	565	- ditto -	- ditto -	7	- ditto.
2,462	Intercolonial Bank of Australia and New Zealand (Limited).	Banking in Australia, New Zealand, and the Colonies.	Not stated - - -	2 Mar. -	7	45	1,500,000	15,000	45	- ditto -	- ditto -	7	No longer in operation.
2,463	Hendy Mining Company (Limited).	Purchasing and working the Hendy mine, Glamorganshire.	28, Cornhill, E.C. -	3 Mar. -	7	7	25,000	5,000	7	- ditto -	- ditto -	7	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c. *cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863 :			£.			£. s. d.	£. s. d.		
2,464	Majorca Land Company (Limited).	To purchase and carry into operation a concession from the Queen of Spain for the drainage, &c., of certain marshes in the island of Majorca.	9, Broad Sanctuary, Westminster.	3 Mar. -	8	8	60,000	12	12	3,000 – –	35,500 – –	12	Still in operation.
2,465	Bank of Gibraltar and Malta (Limited).	Banking in London, Gibraltar, and Malta.	95, Gracechurch-street, E.C.	4 Mar. -	7	7	250,000	2,500	7	No return	No return -	7	- ditto.
2,466	Norwich Flour Mills Company (Limited).	Carrying on the business of millers, and purchasing or taking on lease certain corn mills in the county of Norfolk.	Steam Mills, St. Swithin, Norwich.	4 Mar. -	7	440	50,000	5,000	440	- ditto -	- ditto -	7	- ditto.
2,467	Liverpool Land Company (Limited).	Dealing in land and making improvements in same.	18, Dale-street, Liverpool	4 Mar. -	10	10	50,000	5,000	2,500	3 – –	7,471 10 –	85	- ditto.
2,468	Whitehaven Cab and General Posting Company (Limited).	Carrying on an ordinary general posting establishment and livery stables.	2, Duke-street, Whitehaven.	5 Mar. -	10	297	4,000	800	800	2 10 –	2,000 – –	75	- ditto.
2,469	Crystal Palace District and Croydon Laundry Company (Limited).	To erect laundries, and carry on a washing establishment.	Not stated - - -	5 Mar. -	10	160	6,000	1,200	160	No return	No return -	10	Not known.
2,470	Patent Melange Company (Limited).	Printing and dying wool, &c. -	Upper Cattle-street, Manchester-road, Bowling, near Bradford, Yorkshire.	6 Mar. -	7	21	11,000	32	21	- ditto -	- ditto -	7	Still in operation.
2,471	United Kingdom Bank Corporation (Limited).	Banking - - - - -	Not stated - - -	9 Mar. -	7	7	2,000	20	7	- ditto -	- ditto -	7	No longer in operation.
2,472	Brighton Public Bath Association (Limited).	Carrying on a public bath establishment at Brighton.	118, Queen's-road, Brighton.	9 Mar. -	7	51	3,000	3,000	691	– 2 6	55 – –	46	Dissolved.
2,473	Southerndown Land and Building Company (Limited).	Purchasing land for building purposes at Southerndown, near Bridgend, in the county of Glamorgan.	4, Church-street, Cardiff	9 Mar. -	7	32	4,000	160	{ 37 { 40	13 10 – Not liable	} 1,474 10 –	17	Still in operation.
2,474	Sanatorium Association (Limited).	Establishing and conducting a lunatic asylum.	28, Regent-street, Waterloo-place, S.W.	9 Mar. -	7	175	80,000	8,000	175	No return	No return -	7	- ditto.
2,475	East London and Surrey Steam Ferry Company (Limited).	Carrying on a steam ferry across the Thames, below London Bridge.	34, Broad-street Buildings, E.C.	11 Mar. -	7	10	50,000	4,000	10	- ditto -	- ditto -	7	- ditto.
2,476	Army and Navy Bank (Limited)	Banking - - - - -	Not stated - - -	11 Mar. -	7	7	1,000	10	7	- ditto -	- ditto -	7	Not known.
2,477	Birkenhead Theatre Company (Limited).	Purchasing land and erecting a theatre thereon.	11, Duncan-street, Birkenhead.	11 Mar. -	11	720	20,000	20,000	4,688	– 10 –	1,747 12 –	106	Still in operation.
2,478	Mutual Tontine Westminster Chambers Association (Limited).	Renting or purchasing land at Westminster, erecting thereon buildings suitable for office or residential chambers.	39, King-street, Cheapside, E.C.	11 Mar. -	7	367	200,000	2,000	1,018	100 – –	93,050 – –	106	- ditto.
2,479	Aberystwith Promenade Pier Company (Limited).	Erecting a promenade and landing pier at Cardigan Bay, Aberystwith.	4, Victoria-street, Westminster.	12 Mar. -	7	7	10,000	2,000	7	No return	No return -	7	- ditto.

2,480	London and North Western Bank (Limited).	Banking - - - -	Not stated - - -	12 Mar. -	1	7	2,000	20	7	- ditto -	- ditto -	-	- - ration.
2,481	Wesleyan Methodist Newspaper Company (Limited).	Publication of newspapers -	161, Fleet-street, E.C.	13 Mar. -	14	18	2,500	100	18	- ditto -	- ditto -	14	Still in operation.
2,482	Portman Loan and Discount Company (Limited).	Lending money and discounting bills.	Portman Arms, Great Quebec-street, Marylebone-road.	14 Mar. -	7	110	5,000	1,000	1,000	- - 6 per week.	2,011 14 -	88	- ditto.
2,48	Hercules Fire and Life Insurance Company (Limited).	Insuring against loss from fire, and the granting assurances on lives.	94, Cannon-street, E.C.	14 Mar. -	8	550	100,000	50,000	550	No return	No return -	8	- ditto.
2,484	British Seaweed Company (Limited).	Working a patented invention for obtaining products from seaweeds.	63, Lincoln's - inn - fields, W.C.	17 Mar. -	8	400	20,000	2,000	{ 110 990	Not liable 5 - -	} 4,950 - -	32	- ditto.
2,485	Lancashire and Queensland Co - operative Emigration Society (Limited).	Raising funds to enable persons to emigrate to Queensland.	19, Mount-street, Peter-street, Manchester.	20 Mar. -	10	100	100,000	10,000	3,528	- - 3 per week.	Not stated -	329	- ditto.
2,486	Patent Ventilating Granary Company (Limited).	Purchasing and working certain patents for improvements in granary building.	62, King William-street, E.C.	20 Mar. -	7	175	100,000	5,000	5,000	8 - -	25,000 - -	82	- ditto.
2,487	Consolidated London and North Country Bank (Limited).	Banking - - - - -	Not stated - - -	21 Mar. -	7	7	2,000	20	7	No return	No return -	7	No longer in operation.
2,488	Littlewood Brick and Tile Company (Limited).	Manufacturing bricks and tiles	Littlewood, John's Walton, Lancaster.	21 Mar. -	7	70	3,500	70	70	40 - -	2,800 - -	7	Still in operation.
2,489	Alamillos Company (Limited) -	Purchasing and working lead mines in Spain.	3, Queen-street place, E.C.	21 Mar. -	9	2,524	70,000	35,000	2,524	No return	No return -	9	- ditto.
2,490	St. Ives Corn Exchange and Public Hall Company (Limited).	Erecting and maintaining a corn exchange, &c., at St. Ives, in the county of Huntingdon.	House of Mr. J. G. Hankin, Pavement, near the Market-hill, St. Ives, Huntingdon	23 Mar. -	9	57	3,500	350	57	- ditto -	- ditto -	9	- ditto.
2,491	Union Bank of England and Russia (Limited).	Banking - - - -	Not stated - - -	24 Mar. -	7	7	2,000	40	7	- ditto -	- ditto -	7	Not known.
2,492	Consolidated Bank (Limited) -	Banking - - - - -	- ditto - - -	24 Mar. -	7	7	2,000	20	7	- ditto -	- ditto -	7	Dissolved.
2,493	Kinsale Hotel and Bath Company (Limited).	Purchasing or erecting and maintaining an hotel and baths at Kinsale.	17, Gracechurch - street, E.C.	26 Mar. -	7	74	10,000	2,000	74	- ditto -	- ditto -	7	Still in operation.
2,494	Gronant Mining Company (Limited).	Working, raising, and selling of lead ores in and upon certain lands at Llanasa, in the county of Flint, called the Gronant or Talacre Mines.	Gronant, Llanasa, Flintshire.	26 Mar. -	7	1,920	11,340	2,520	1,920	- ditto -	- ditto -	7	- ditto.
2,495	Westminster and Southwark Bank (Limited).	Banking - - - - -	Not stated - - -	26 Mar. -	7	7	1,000	10	7	- ditto -	- ditto -	7	No longer in operation.
2,496	Finchley Gas Company (Limited).	Supplying the neighbourhood of Finchley with gas, &c.	8, Furnival's-inn -	27 Mar. -	7	195	6,000	600	195	- ditto -	- ditto -	7	Still in operation.
2,497	Eastbourne Hotel Company (Limited).	Purchasing or erecting and maintaining an hotel at Eastbourne.	31, Lincoln's-inn-fields, W.C.	27 Mar. -	7	125	40,000	4,000	125	- ditto -	- ditto -	7	Dissolved.
2,498	British Flax Company (Limited).	Purchasing and manufacturing flax.	27, Change-alley, Cornhill, E.C.	30 Mar. -	12	220	100,000	10,000	220	- ditto -	- ditto -	12	Still in operation.
2,499	Panonia Leather Cloth Company (Limited).	Carrying on the business of leather cloth manufacturers.	83, Cannon-street West, E.C.	30 Mar. -	8	180	100,000	10,000	{ 1,890 560	4 - - Not liable	} 1,248 - -	35	- ditto.
2,500	London and South American Bank (Limited).	Banking - - - - -	33, Cornhill, E.C. -	31 Mar. -	7	140	1,000,000	10,000	5,000	7 - -	31,830 - -	105	- ditto.
2,501	National Waste Land Company of Ireland (Limited).	Purchasing and cultivating waste lands in Ireland.	2, Duke street, Westminster.	31 Mar. -	9	9	250,000	50,000	9	No return	No return -	9	- ditto.
2,502	Durham Cattle Markets Company (Limited).	Holding markets for the sale of cattle, &c., at Durham and suburbs.	Market-place, Durham	1 Apr. -	15	660	5,000	500	660	- ditto -	- ditto -	15	- ditto.
2,503	Tawd Vale Colliery Company (Limited).	Working coal mines, and getting and selling coals and cannel.	Tawd-vale, Skelmersdale, Lancashire.	1 Apr. -	7	140	10,000	200	140	- ditto -	- ditto -	7	- ditto.

1.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,504	East Devon County School Association (Limited).	Providing a school for the agricultural classes in East Devon.	Samford Peverell, Devon	2 April -	7	42	3,000	600	42	No return	No return -	7	Still in operation.
2,505	Loan Trust and Agency Company of South Africa (Limited).	General investment of English capital in South Africa.	4, Royal Exchange Avenue.	2 April -	7	350	500,000	25,000	5,627 3,544	8 – – 6 – –	66,358 – –	195	- ditto.
2,506	Canadian Trust and Agency Company (Limited).	Borrowing money in the United Kingdom and lending same on security in Canada, and to act as agents for the negotiation of Canadian securities.	Not stated - - -	2 April -	7	56	2,000	200	36	No return	No return -	7	Not known.
2,507	Brighton Club and Norfolk Hotel Company (Limited).	Carrying on the business of a club, hotel and tavern at Brighton.	Norfolk Hotel, Brighton	2 April -	7	7	40,000	4,000	7	- ditto -	- ditto -	7	Still in operation.
2,508	General Steam Cultivation Company (Limited).	Farming by means of steam machinery.	70, Cannon-street West, E.C.	2 April -	7	7	250,000	25,000	7	- ditto -	- ditto -	7	Dissolved.
2,509	Cleethorpe's Gas Company (Limited).	Supplying gas to the parish of Clee, in the county of Lincoln.	Brewery-street, Great Grimsby, Lincolnshire.	7 April -	9	115	5,000	500	255	4 – –	880 – –	22	Still in operation.
2,510	Southampton Imperial Hotel Company (Limited).	Carrying on the business of hotel keepers at Southampton.	17, Great George-street, Westminster.	8 April -	8	310	100,000	10,000	310	No return	No return -	8	- ditto.
2,511	Mercantile Marine Insurance Company (Limited).	Marine insurance of every description.	Manchester Buildings, Tithebarn-street, Liverpool.	8 April -	7	700	500,000	25,000	25,000	1 – –	25,000 – –	156	- ditto.
2,512	Llanelly Iron Shipping Company (Limited).	Purchasing and navigating iron vessels.	Station Road, Llanelly -	9 April -	21	403	25,000	5,000	832	2 – –	1,815 5 –	82	- ditto.
2,513	Aberthane Mining Company (Limited).	Working the St. Mauritius Mines, situate at or near Aberthane, in Bohemia.	Not stated - - -	9 April -	7	7	150,000	30,000	7	No return	No return -	7	No longer in operation.
2,514	Aberdare Public Offices Company (Limited).	Furnishing the town of Aberdare with public offices, &c.	1, Commercial-place, Aberdare.	10 April -	8	59	410	82	59	- ditto -	- ditto -	8	Still in operation.
2,515	Norwich Crape Company (Limited).	Manufacturing and furnishing crape and other fabrics.	St. Augustine-street, Norwich.	10 April -	8	400	35,000	1,400	400	- ditto -	- ditto -	8	- ditto.
2,516	Randolph Hotel Company, Oxford (Limited).	Carrying on the business of hotel-keepers at Oxford.	4, St. Giles, Oxford -	10 April -	7	175	30,000	1,500	861	7 – –	5,658 – –	54	- ditto.
2,517	Anglo-Indian Cotton Company (Limited).	Purchasing and growing cotton in India.	2, Bond-street, Manchester.	11 April -	10	1,000	500,000	1,000	1,000	No return	No return -	10	- ditto.
2,518	Bristol City Hotel Company (Limited).	Establishing an hotel at Bristol -	Exchange Buildings, Bristol.	11 April -	7	22	30,000	3,000	22	- ditto -	- ditto -	7	- ditto.
2,519	North Wicklow Copper and General Mining Company (Limited).	Purchasing and working mines in any part of the world.	Not stated - - -	11 April -	7	20	2,000	200	20	- ditto -	- ditto -	7	Not known.
2,520	Freehold Land and Ground Rent Company (Limited).	Purchasing land, erecting houses, and letting same.	1, Arthur-street West, E.C.	13 April -	7	350	50,000	2,500	350	- ditto -	- ditto -	7	Still in operation.
2,521	West Surrey Tanning Company (Limited).	Tanning in all its branches - -	25, College-hill, Cannon-street, E.C.	14 April -	7	35	100,000	50,000	35	- ditto -	- ditto -	7	- ditto.
2,522	New Theatre Company (Limited).	Building and maintaining a theatre.	Not stated - - -	14 April -	7	7	125,000	5,000	7	- ditto -	- ditto -	7	Dissolved.
2,523	Patent Concrete Stone Company (Limited).	Manufacturing and selling concrete stone.	36, Parliament street, Westminster.	15 April -	9	1,275	100,000	10,000	825 4,175	10 – – 5 – –	15,575 13 8	65	Still in operation.

2,524	London and Westminster Wine Company (Limited).	Purchasing and selling wines, spirits, and liqueurs.	454, Strand, Westminster.	16 April -	7	1,006	50,000	10,000	1,006	No return	No return -	7	- ditto.
2,525	Danish Land Company (Limited).	Reclaiming land in Denmark, and selling and letting same.	10, John-street, Adelphi	16 April -	7	7	300,000	6,000	7	- ditto -	- ditto -	7	- ditto.
2,526	Canada Landed Credit Company (Limited).	Borrowing money and advancing the same, together with the paid-up capital upon the mortgage of freehold estates in Canada.	Not stated - - -	16 April -	7	52	2,000	100	52	- ditto -	- ditto -	7	Not known.
2,527	South Blackpool Hotel Company (Limited).	Erecting an hotel at Blackpool, and carrying on the business of hotel keepers.	11, Old Jewry Chambers, Cheapside.	16 April -	7	55	50,000	10,000	55	- ditto -	- ditto -	7	Still in operation.
2,528	Commercial Navigation Company of India (Limited).	Providing and working steam vessels for navigation of rivers in the East Indies.	Size-lane, Bucklersbury	16 April -	7	7	300,000	6,000	7	- ditto -	- ditto -	7	- ditto.
2,529	Darlington Street Railroad Company (Limited).	Laying down street rails in the streets of Darlington, and running cars and omnibuses thereon.	Near the Stockton and Darlington Railway Company's station, Darlington.	17 April -	15	361	4,000	800	361	- ditto -	- ditto -	15	- ditto.
2,530	Alexandra Slate Company (Limited).	Purchasing a slate mine at Moeltryfern Mountain, and working same.	2, Dean's-yard, Westminster.	17 April -	8	7	20,000	500	37	- ditto -	- ditto -	8	- ditto.
2,531	South Kensington Hotel Company (Limited).	Erecting an hotel, and carrying on the business of hotel keepers.	14 to 19, Queen's Gate-terrace, South Kensington.	17 April -	7	345	100,000	10,000	4,566	8 - -	32,613 - -	59	- ditto.
2,532	Union Yacht Club House Company (Limited).	Erecting a club house at Gravesend.	10, Warnford - court, Throgmorton-street.	18 April -	8	19	15,000	1,500	19	No return	No return -	8	- ditto.
2,533	Polynesian Plantation Company (Limited).	Acquiring lands in the Society Islands, and selling and letting the same.	4, Seething-lane, E.C. -	20 April -	7	60	35,000	140	60	- ditto -	- ditto -	7	- ditto.
2,534	Worcester Star Hotel Company (Limited).	Conducting hotel business at Worcester.	Star Hotel, Foregate-street, Worcester.	20 April -	7	102	25,000	500	102	- ditto -	- ditto -	7	- ditto.
2,535	Folkingham Gas and Coke Company (Limited).	Manufacturing gas, and lighting the town of Folkingham.	Folkingham, Lincoln -	20 April -	7	86	1,100	220	86	- ditto -	- ditto -	7	- ditto.
2,536	London and Westminster Assurance Corporation (Limited).	Fire and life insurance - -	36, Moorgate - street, London.	21 April -	7	70	100,000	10,000	70	- ditto -	- ditto -	7	- ditto.
2,537	General Seeam Cultivation Company (Limited).	Farming by steam machinery -	70, Cannon-street West, London.	21 April -	7	7	250,000	25,000	7	- ditto -	- ditto -	7	- ditto.
2,538	Bala Gas Company (Limited) -	Supplying the town of Bala with gas.	High Bailiff's Office, High - street, Bala, Merionethshire.	22 April -	7	825	2,000	2,000	1,160	1 - -	1,107 10 -	30	- ditto.
2,539	East Kent Flour Mill and Bakery Company (Limited).	Carrying on the business of millers and bakers.	1, Adelphi- terrace, Adelphi.	23 April -	7	130	25,000	2,500	130	No return	No return -	7	- ditto.
2,540	Oriental Tea Company (Limited)	Cultivating and dealing in tea -	69, Lombard-street -	24 April -	8	400	250,000	12,500	400	- ditto -	- ditto -	8	- ditto.
2,541	London Bank of Scotland (Limited).	Banking - - - - - -	24, Old Jewry, London	25 April -	7	140	1,000,000	10,000	140	- ditto -	- ditto -	7	Dissolved.
2,542	Middleton-one-Row and Dimsdale Spa Improvement Company (Limited).	Improving Middleton-one-Row and Dimsdale Spa, and their respective neighbourhoods.	Houndgate, Darlington	25 April -	7	17	2,000	400	376	- 10 -	86 10 -	31	Still in operation.
2,543	Bank of Otago (Limited) -	Banking - - - - - -	5, Adam's-court, Old Broad-street, E. C.	27 April -	7	7	500,000	5,000	7	No return	No return -	7	- ditto.
2,544	Grit and Stapeley Mines Company (Limited).	Mining for lead and other ores at the Grit and Stapeley Mines, Salop.	6, Queen - street - place, E.C.	27 April -	7	415	25,000	2,500	415	- ditto -	- ditto -	7	- ditto.
2,545	Birmingham and General Land Company (Limited).	Acquisition, improvement, and disposing of land.	3, Newhall-street, Birmingham.	27 April -	7	130	25,000	2,500	130	- ditto -	- ditto -	7	Dissolved.
2,546	Earth Oil Import Company (Limited).	Importing and trading in earth oils, &c.	9, Mincing-lane, E.C. -	27 April -	7	35	40,000	4,000	35	- ditto -	- ditto -	7	- ditto.
2,547	Modbury Gas and Coke Company (Limited).	Supplying Modbury, in the county of Devon, with gas.	2, Institute, Brownston-street, Modbury, Devon.	27 April -	42	300	1,500	300	300	1 - -	- ditto -	41	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,548	Clarendon Hotel Company, Oxford (Limited).	Acquiring, erecting, furnishing and maintaining an hotel at Oxford.	12, Broad-street, Oxford	27 April -	18	490	30,000	3,000	490	No return	No return -	18	Still in operation.
2,549	New Theatre Company (Limited)	Building and maintaining a theatre or theatres.	26, Old Broad-street, E.C.	28 April -	7	7	125,000	5,000	7	- ditto -	- ditto -	7	- ditto.
2,550	Newcastle and Northern Counties Assurance Company for Life, Sickness, Endowments and Loans (Limited).	Assurance of lives against sickness and accident, and lending money.	29, Sandhill, Newcastle-on-Tyne.	28 April -	7	1,740	20,000	20,000	1,740	- ditto -	- ditto -	7	- ditto.
2,551	New Zealand Banking Corporation (Limited).	Banking - - - - -	Not stated - - -	29 April -	7	21	300,000	3,000	21	- ditto -	- ditto -	7	Not known.
2,552	Mercantile Union Assurance Company (Limited).	Life, fire, and marine insurance generally.	82, Old Broad-street, London.	29 April -	7	350	1,000,000	20,000	350	- ditto -	- ditto -	7	Still in operation.
2,553	London Financial Association (Limited).	Discounting, lending, dealing in and exchanging money.	1, Threadneedle-street, E.C.	30 April -	7	350	2,000,000	40,000	20,000	15 - -	300,000 - -	406	- ditto.
2,554	London and Suburban Land and Building Company (Limited).	Buying, selling, improving, managing, and dealing in land, &c.	70, Fenchurch-street, E.C.	1 May -	19	614	50,000	5,000	1,572	3 - -	4,159 - -	127	- ditto.
2,555	High Delf Coal Company (Limited).	Purchasing and working coal mines near Ruardean, Gloucestershire.	9, Mincing-lane, E.C. -	1 May -	7	330	10,000	1,000	330	No return	No return -	7	- ditto.
2,556	Patent Metallic Safety Fuse Company (Limited).	Purchasing and working certain patents for improved mining fuses.	7, Chapel Walks, Cross-street, Manchester.	2 May -	7	110	10,000	1,000	110	- ditto -	- ditto -	7	- ditto.
2,557	Harehope Gill Lead Mining Company (Limited).	Purchasing and working certain mines in the parish of Wolsingham, Durham.	20, Parliament-street, Westminster.	2 May -	7	121	60,000	6,000	121	- ditto -	- ditto -	7	- ditto.
2,558	Margate Terminus Hotel Company (Limited).	Hotel and livery stable keepers -	21, New Bridge-street, E.C.	2 May -	7	7	80,000	8,000	7	- ditto -	- ditto -	7	- ditto.
2,559	Victoria Club (Limited) - -	Establishing and carrying on a club in London.	18, Wellington-street, Strand.	4 May -	9	90	20,000	800	459	25 - -	11,475 - -	57	- ditto.
2,560	Nice Hotel Company (Limited) -	Erecting, building, furnishing and maintaining an hotel at Nice.	39, King-street, Cheapside.	4 May -	8	70	150,000	15,000	70	No return	No return -	8	- ditto.
2,561	Addlestone Consumers' Gas Light and Coke Company (Limited).	Manufacturing and supplying gas to Addlestone and its neighbourhood.	Not stated - - -	4 May -	12	113	15,000	300	113	- ditto -	- ditto -	12	No longer in operation.
2,562	Indian Tea Company of Cachar (Limited).	Growing, manufacturing, and dealing in tea.	150, Leadenhall-street, E.C.	5 May -	7	35	100,000	10,000	35	- ditto -	- ditto -	7	Still in operation.
2,563	Salt Agency Company (Limited)	Merchandise agency and exportation of salt and salt sacks.	22A, Preeson's-row, Liverpool.	6 May -	7	(This is a company limited by guarantee. It has no capital divided into shares)						-	No longer in operation.
2,564	Canadian Loan and Investment Company (Limited).	Borrowing money in England and lending same on security in Canada and other British North American Colonies, &c., and transacting a general agency and commission business between Canada, &c., and the United Kingdom.	90, Cannon-street, E.C. -	6 May -	7	700	500,000	50,000	12,132	2 10 -	30,307 10 -	83	Still in operation.

2,565	London, Edinburgh, and Liverpool Insurance Company (Limited).	Insurance generally, whether fire, life, or marine, and the usual business of a guarantee and suretyship association.	Not stated - - -	8 May -	7	7	2,000	2,000	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2,566	Mediterranean Hotel Company (Limited).	Erecting hotels and carrying on the business of hotel-keepers.	1, St. Michael's House, Cornhill.	7 May -	7	7	300,000	15,000	7	- ditto -	- ditto -	7	Still in operation.
2,567	Jersey Imperial Hotel Company (Limited).	Carrying on the business of tavern-keepers, &c. at Jersey.	60, Cornhill, E.C. -	7 May -	7	27	40,000	4,000	2,704	5 10 -	9,313 - -	76	- ditto.
2,568	Leyton Freehold Land Company (Limited).	Buying land, building thereon, and letting same, in or near the parish of Leyton, Essex.	33, Great Winchester-street, E.C.	7 May -	7	18	3,000	30	18	No return	No return -	7	- ditto.
2,569	Terriccio Copper Mining Company, Tuscany (Limited).	Working of the mines and minerals in and under the estate of Terriccio, situate within the municipal district of Castellina Maritima, in Tuscany.	6, Old Jewry, E.C. -	11 May -	7	455	50,000	25,000	11,137	1 - -	11,137 - -	83	- ditto.
2,570	General Credit and Finance Company of London (Limited).	To negociate loans, take contracts for railways, &c., to buy and sell all description of produce, and generally to transact any business of a merchant and capitalist.	7, Lothbury, E.C. -	12 May -	7	7,000	10,000,000	500,000	125,000	4 - -	499,720 - -	1,365	- ditto.
2,571	Madrid Bank (Limited) - -	Banking - - - - - -	8, Gresham House, E.C.	13 May -	7	7	1,200,000	60,000	7	No return	No return -	7	- ditto.
2,572	Clarence Hotel Company, Dover (Limited).	Erecting and carrying on an hotel at Dover.	36, Cannon-street, E C.	14 May -	7	135	75,000	7,500	135	- ditto -	- ditto	7	- ditto.
2,573	Mersey River Steamboat Company (Limited).	Steam Navigation on the River Mersey.	Lancaster-buildings, Tithebarn-street, Liverpool.	14 May -	7	255	20,000	4,000	255	- ditto -	- ditto -	7	- ditto.
2,574	Continental Carburating Gas Company (Limited).	Acquiring and profitably employing, on the Continent of Europe, certain patents relating to gas.	Not stated - - -	14 May -	7	7	30,000	1,500	7	- ditto -	- ditto -	7	Not known.
2,575	English and Scottish Marine Insurance Company (Limited).	Marine underwriting and general marine insurance.	9, Fenchurch-street, E.C.	14 May -	7	65	1,000,000	10,000	10,000	5 - -	48,800 - -	186	Still in operation.
2,576	Finance Company (Limited) -	Carrying on the business of general merchants, bill brokers, and scriveners.	268, Strand - -	15 May -	8	40	50,000	5,000	40	No return	No return -	8	- ditto.
2,577	Wolverhampton Manure (Manning's Patents) Company (Limited).	Manufacturing manure from the sewage and waste of the town of Wolverhampton.	19, Craven-street, Strand	15 May -	7	355	10,000	1,000	355	- ditto -	- ditto -	7	- ditto.
2,578	Universal Mercantile Association (Limited).	Protecting the interests of merchants, traders, and others from fraud, by means of agencies, &c.	25, Moorgate-street, E.C.	15 May -	7	11	50,000	50,000	11	- ditto -	- ditto -	7	- ditto.
2,579	Panuncillo Copper Mining Company (Limited).	Acquiring and working the Panuncillo Copper Mine in Ovalle, Chili.	Not stated - - -	15 May -	7	52,000	120,000	120,000	52,000	- ditto -	- ditto -	7	Dissolved.
2,580	Atlantic and Pacific International Ship Canal Company (Limited).	Forming a canal through the Isthmus of Central America.	26, Great George-street, Westminster.	16 May -	7	35	1,500,000	75,000	35	- ditto -	- ditto -	7	Still in operation.
2,581	Breconshire Coal and Lime Company (Limited).	Dealing in coal, lime, bricks, tiles, slates, earthenware, and draining pipes, manures, and building materials, &c.	Lion-street, Brecon -	18 May -	7	204	25,000	1,000	480	3 - -	1,440 - -	31	- ditto.
2,582	Sutton Royal Hotel Company (Limited).	Erecting and conducting an hotel at Sutton-Coldfield, Warwick.	13, Waterloo-street, Birmingham.	18 May -	7	350	10,000	10,000	350	No return	No return -	7	- ditto.
2,583	Pertusola Lead Mining and Smelting Company (Limited).	Working certain lead smelting works in the Gulf of Spezia, in Italy, called Sarzanello.	6, Queen-street Place, in the City of London.	19 May -	8	2,020	250,000	25,000	2,020	- ditto -	- ditto -	8	Dissolved.
2,584	Plymouth Hotel Company (Limited).	Carrying on the business of hotel-keepers, in all branches, at Plymouth.	17, Courtenay-street, Plymouth.	19 May -	7	325	40,000	4,000	1,956	3 - -	5,278 - -	73	Still in operation.
2,585	Minera Ragman Mining Company (Limited).	Working mines in the county of Denbigh.	Victoria-terrace, Minera, near Wrexham.	19 May -	12	692	10,000	2,000	692	No return	No return -	12	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
2,586	Falmouth Hotel Company (Limited).	Carrying on the business of an hotel and tavern-keeper at Falmouth.	Cornwall Railway Company's Office, Truro.	19 May -	9	250	20,000	2,000	250	No return	No return -	9	Still in operation.
2,587	East London Artisans' and General Loan and Investment Company (Limited).	Dealing in houses, land, shares, &c.	12, Arbour-terrace, Commercial-road East.	20 May -	9	200	25,000	10,000	1,729	Various -	1,956 19 6	47	- ditto.
2,588	Hafodwryd Slate and Slab Company (Limited).	Purchasing and working the Hafodwryd Slate Quarries in Penmachno, Carnarvonshire.	Hafodwryd, Penmachno, Carnarvonshire.	20 May -	9	19	2,500	50	19	No return	No return -	9	- ditto.
2,589	Atlantic and Pacific Postal and Telegraph Company (Limited).	Establishing an overland, postal, and telegraphic communication between the Atlantic and British Columbia and the Pacific.	21, Old Broad-street, E.C.	20 May -	10	721	500,000	50,000	721	- ditto -	- ditto -	10	- ditto.
2,590	British and Foreign Domestic Machinery Company (Limited).	Purchasing and working certain patents for improved domestic machinery.	42, Poultry, E.C. -	21 May -	7	175	50,000	10,000	175	- ditto -	- ditto -	7	- ditto.
2,591	Bank of Manchester (Limited) -	Banking - - - - - -	46, Pall Mall, Middlesex	21 May -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
2,592	London General Depository Company (Limited).	Purchasing and carrying on the North London Depository, Gray's-inn-road, Middlesex.	2, St. Michael's House, Cornhill.	22 May -	7	101	20,000	4,000	101	- ditto -	- ditto -	7	- ditto.
2,593	North Docks Warehouse Company (Limited).	Erecting and letting warehouses, and carrying on the business of warehousemen in Liverpool.	3, Lord-street, Liverpool	22 May -	7	140	50,000	5,000	140	- ditto -	- ditto -	7	- ditto.
2,594	Ludwell Mining Company (Limited).	Acquiring and working the Ludwell Mines in Derbyshire.	74, Great Ducie-street, Manchester.	22 May -	10	85	2,000	400	85	- ditto -	- ditto -	10	- ditto.
2,595	Low Wood Gunpowder Company (Limited).	Purchasing the business of Messrs. Daye, Barker, & Co., and manufacturing and selling gunpowder.	10, Orange-court, Castle-street, Liverpool.	22 May -	7	350	100,000	5,000	350	- ditto -	- ditto -	7	- ditto.
2,596	International Financial Society (Limited).	Undertaking, assisting, and participating in financial operations generally.	54, Old Broad-street, E.C.	22 May -	7	3,500	3,000,000	150,000	150,000	5 - -	750,000 - -	1,506	- ditto.
2,597	Copenhagen Railway Company (Limited).	Making and working railways and tramways in and about Copenhagen, and elsewhere, in Denmark.	1, Angel-court, Throgmorton-street, E.C.	23 May -	7	70	160,000	16,000	70	No return	No return -	7	- ditto.
2,598	Cardiff and Aberdare Patent Steam Fuel Company (Limited)	Manufacturing, selling, and delivering goods, wares, and merchandise.	15, Bute-crescent, Cardiff	23 May -	7	115	4,500	180	115	- ditto -	- ditto -	7	- ditto.
2,599	Brittany Silver Lead Mining Company (Limited).	Purchasing or otherwise acquiring and working mines in the Department of Côtes du Nord, Brittany.	53, Gracechurch-street, E.C.	23 May -	7	3,230	10,500	10,500	10,500	- 2 -	1,050 - -	42	- ditto.
2,600	Clogan Consolidated Gold Mines Company (Limited).	Purchasing or otherwise acquiring and working mines in North Wales.	1A, Adelphi-terrace, Adam-street, W.C.	23 May -	7	301	120,000	60,000	301	No return	No return -	7	- ditto.

2,601	Horse Island Mining Company (Limited).	Working the Horse Island Copper Mines, in the barony of Carbery, in the county of Cork.	69, Lincoln's-inn Fields -	26 May -	7	7	50,000	5,000				
2,602	Globe Telegraph Company (Limited).	Carrying out a system of private electric telegraphic communication.	2, St. Ann's-place, Manchester.	27 May -	7	70	100,000	10,000	70	- ditto -	- ditto -	7 - ditto.
2,603	Birmingham and District Gas Consumers' Company (Limited)	Constructing and maintaining gas works at Birmingham.	Birmingham, Warwickshire.	27 May -	26	3,055	500,000	50,000	3,055	- ditto -	- ditto -	26 - ditto.
2,604	Ottoman Cotton Company (Limited).	Growing and dealing in cotton in various parts of the Ottoman Empire.	Chapel Walks Chambers, Chapel Walks, Manchester.	28 May -	7	650	100,000	10,000	1,950	2 - -	3,850 - -	39 - ditto.
2,605	Patent Breech-loading Rifle Company (M'Kenzie & Wentworth's Patent) (Limited).	Purchasing a patent relating to rifles, &c., and making and selling fire-arms under said patent.	34, Southampton-buildings, Chancery-lane.	28 May -	10	15	2,000	400	15	No return	No return -	10 - ditto.
2,606	London and Lisbon Cork Wood Company (Limited).	Buying or selling cork or cork wood	28, Upper Thames-street, E.C.	28 May -	7	14	100,000	20,000	13,365	2 10 -	33,372 10 -	59 - ditto.
2,607	Metropolitan Zinc Rolling Company (Limited).	Rolling zinc and copper manufacturing, and selling articles made from zinc and copper.	Not stated - - -	29 May -	7	7	100,000	10,000	7	No return	No return -	7 No longer in operation.
2,608	Farmers' Club Room Company, Cheltenham (Limited).	Erecting a club room or hall with offices, &c. for farmers and dealers in farm produce at Cheltenham.	Lamb and Crown Hotel, High-street, Cheltenham.	30 May -	10	110	2,500	500	110	- ditto -	- ditto -	10 Still in operation.
2,609	London and Paris Hotel Company (Limited).	Carrying on the business of hotel-keepers in London, Paris, and elsewhere.	32, Moorgate-street, E.C.	30 May -	7	85	400,000	20,000	9,130	12 - -	100,621 6 4	150 - ditto.
2,610	General Works Construction Company (Limited).	Negociating for obtaining and entering into concessions or contracts for the construction of works, public or private.	44, Lincoln's-inn Fields -	1 June -	7	7	1,000,000	50,000	7	No return	No return -	7 - ditto.
2,611	West End Discount Company (Limited).	Receiving money on deposit and discounting bills.	10, Cornhill, E.C. -	1 June -	7	300	250,000	25,000	300	- ditto -	- ditto -	7 No longer in operation.
2,612	Warrington Wire Iron Company (Limited).	Manufacturing and selling wire iron.	6, Winwick-street, Warrington.	1 June -	7	800	25,000	1,000	800	- ditto -	- ditto -	7 Still in operation.
2,613	Rhyl Pier Company (Limited) -	Constructing a pier, jetty, and landing-place at Rhyl, Flintshire.	38, Parliament-street, Westminster.	1 June -	7	90	20,000	4,000	90	- ditto -	- ditto -	7 - ditto.
2,614	General Petroleum Company (Limited).	Refining oil, making candles and other products derived from oils and petroleum.	Not stated - - -	1 June -	7	35	200,000	20,000	35	- ditto -	- ditto -	7 Not known.
2,615	Havan Silver Lead Mines Company (Limited).	Purchasing or taking on lease and working the Havan and Henfwlch Mines, Talybont, Cardiganshire.	1A, Adelphi-terrace, Adelphi.	1 June -	7	25	25,000	5,000	25	- ditto -	- ditto -	7 Still in operation.
2,616	County Palatine Loan and Discount Company (Limited).	Carrying on the usual business of a loan and discount company.	5, Church-alley, Liverpool.	1 June -	9	848	100,000	10,000	901 1,099	10 - - 2 10 -	11,271 10 -	83 - ditto.
2,617	Imperial Discount Company (Limited).	Discounting bills of exchange and carrying on the business of money dealers.	40, Gracechurch-street, E.C.	2 June -	7	7	2,000	40	7	No return	No return -	7 - ditto.
2,618	Dunaburg and Witepsk Railway Company (Limited).	Constructing and working a railway between Dunaburg and Witepsk, in Russia.	21, Throgmorton-street, E.C.	2 June -	7	175	2,600,000	26,000	26,000	10 - -	260,000 - -	177 - ditto.
2,619	Ramsgate Terminus Hotel Company (Limited).	Hotel-keeping in all its branches -	32, Cannon-street West, E.C.	2 June -	7	7	1,000	100	7	No return	No return -	7 - ditto.
2,620	Liverpool Tobacco Warehouse Company (Limited).	Storing and manipulating tobacco and other merchandise in warehouses at Liverpool and Birkenhead.	Not stated - - -	3 June -	12	230	100,000	1,000	230	- ditto -	- ditto -	12 Not known.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,621	Ramsgate and Broadstairs Hotel Company (Limited).	Carrying on the business of hotelkeepers at Ramsgate and Broadstairs.	Not stated - - -	3 June -	8	8	2,000	400	8	No return	No return -	8	Not known.
2,622	Tahiti Cotton and Coffee Plantation Company (Limited).	Cultivating cotton, coffee, &c., in the island of Tahiti, and selling the same.	9, Mincing-lane, E.C. -	4 June -	7	35	100,000	10,000	35	- ditto -	- ditto -	7	Still in operation.
2,623	East Indian Auxiliary Railway Company (Limited).	Working and maintaining railways in the East Indies.	Alderman's Walk, New Broad-street, E.C.	4 June -	7	350	1,200,000	60,000	350	- ditto -	- ditto -	7	- ditto.
2,624	Union Loan and Discount Company (Limited).	Lending money, discounting bills of exchange, &c.	38, Renshaw-street, Liverpool.	5 June -	8	545	40,000	8,000	2,000	3 - -	6,000 - -	83	- ditto.
2,625	Castell Carn Dochan Gold Mining Company (Limited).	The raising, getting, and making marketable and selling metals, metallic ores, and minerals.	62A, Lower King-street, Manchester.	8 June -	7	46,001	66,000	66,000	46,001	No return	No return -	7	- ditto.
2,626	Yorkshire Railway Waggon Company (Limited).	Purchasing, providing, making, and repairing, lending or leasing, and otherwise profitably putting to use, selling, or disposing of waggons to be employed on railways and tramways.	Barston-square, Wakefield, York.	8 June -	7	240	30,000	3,000	2,010	5 10 -	7,725 - -	119	- ditto.
2,627	British Ice-making Company (Limited).	Manufacturing, buying, and selling ice under patented inventions or otherwise.	10, Adam-street, Adelphi	9 June -	7	200	10,000	1,000	500	10 - -	5,000 - -	15	- ditto.
2,628	Albert Bridge Company (Limited)	Constructing a bridge across the Thames to connect Albert-road, Battersea, and Oakley-street, Chelsea.	30, Great George-street, Westminster.	10 June -	10	210	55,000	5,500	210	No return	No return -	10	- ditto.
2,629	Erwfelin Lead Mining Company (Limited).	Working lead and other mines situated in the parish of Cilcen, Flintshire.	8, Litherland Alley-street, Castle-street, Liverpool	10 June -	7	705	4,000	2,000	705	- ditto -	- ditto -	7	- ditto.
2,630	Oxygenated Water Company (Limited).	Purchasing and carrying into effect certain patented inventions for aërating or super-saturating water with oxygen and its compounds.	36, Long Acre, E.C. -	11 June -	7	7	4,000	400	7	- ditto -	- ditto -	7	- ditto.
2,631	Cliff Hotel Company (Dovercourt) (Limited).	Carrying on the business of hotelkeepers.	Not stated - - -	11 June -	7	7	20,000	4,000	7	- ditto -	- ditto -	7	- ditto.
2,632	Three Towns Loan and Banking Company (Limited)	Banking - - - - - -	St. George's Hall, Stonehouse, Devon.	11 June -	24	1,038	100,000	2,000	2,000	25 - -	42,835 17 4	158	- ditto.
2,633	Mauritius Gas Company (Limited)	Manufacturing and supplying gas in Port Louis, in the Mauritius.	26, Bishopsgate-street Within, E.C.	11 June -	7	700	100,000	20,000	700	No return	No return -	7	- ditto.
2,634	Caledonian Canal Company (Limited).	Maintaining and keeping in repair the Caledonian and Crinan Canals.	Not stated - - -	12 June -	7	35	1,000	50	35	- ditto -	- ditto -	7	Not known.
2,635	Ghaut Coffee Company (Limited).	Cultivating and selling coffee in the East Indies.	4, Little Tower-street, City.	12 June -	11	460	3,000	600	460	- ditto -	- ditto -	11	Still in operation.
2,636	Mutual Land Company (Limited).	Dealing in land - - - -	Adelphi Bank Chambers, 17, South John-street, Liverpool.	12 June -	8	790	50,000	5,000	790	- ditto -	- ditto -	8	- ditto.

2,637	Shipowners' Live Stock and Fresh Provision Protection Company (Limited).	Supplying live and dead stock to shipping, shipowners, merchants, &c.	83, Lower Thames-street, E.C.	13 June -	7	14	2,000	400	14	- ditto -	- ditto -	7	- ditto.
2,638	Hornsea Gas Consumers' Company (Limited).	Supplying Hornsea, Yorkshire, with gas.	11, Parliament-street, Kingston-upon-Hull.	13 June -	7	66	2,000	400	66	- ditto -	- ditto -	7	- ditto.
2,639	Life Association of England (Limited).	Life assurance - - - -	35, King William-street, E.C.	13 June -	7	450	100,000	20,000	450	- ditto -	- ditto -	7	- ditto.
2,640	Alexandra Hotel Company (Limited).	Carrying on the business of hotel-keepers.	Alexandra Hotel, Hyde Park.	13 June -	8	160	120,000	12,000	160	- ditto -	- ditto -	8	- ditto.
2,641	Littlehampton, Havre, and Honfleur Steamship Company (Limited).	Trading with vessels propelled by steam between Littlehampton, Havre, and Honfleur.	St. Michael's-house, St. Michael's Alley, Cornhill.	13 June -	7	57	150,000	15,000	57	- ditto -	- ditto -	7	- ditto.
2,642	Llanfair Green and Blue Slate Company (Limited).	Purchasing and working slate quarries, and other mines and minerals in Llanfair, Merionethshire.	Pancras Chambers, St. Pancras-lane, Bucklersbury.	15 June -	8	212	50,000	10,000	212	- ditto -	- ditto -	8	- ditto.
2,643	European Sewing Machine Company (Limited).	Making and vending Salisbury's & Starley's Patent Knot stitch and other sewing machines.	King-street, Coventry -	15 June -	10	205	10,000	1,000	361	10 - -	3,610 - -	24	- ditto.
2,644	Gladstone Wine Company (Limited).	Purchasing and carrying on the business of a wine and spirit merchant.	31, Throgmorton-street, E.C.	15 June -	7	7	30,000	30,000	7	No return	No return -	7	- ditto.
2,645	Yucatan State Railway Company (Limited).	Making and working a railway in the State of Yucatan, Mexico.	St. Michael's-house, St. Michael's Alley, Cornhill.	16 June -	7	7	250,000	25,000	7	- ditto -	- ditto -	7	- ditto.
2,646	English and Russian Bank (Limited).	Banking generally - - -	Not stated - - -	16 June -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
2,647	Great Indian Peninsula Extension Railway Company (Limited).	Constructing, working, and maintaining a railway in India.	3, New Broad-street, London.	17 June -	7	310	1,000,000	50,000	310	- ditto -	- ditto -	7	- ditto.
2,648	Credit Metropolitan (Limited) -	Construction of public works and carrying out improvements in the metropolis, &c.	12, King's Arms-yard, Moorgate-street.	18 June -	7	35	3,000,000	60,000	35	- ditto -	- ditto -	7	- ditto.
2,649	Egyptian Commercial and Trading Company (Limited).	Developing the trade and commerce of Egypt.	Not stated - - -	18 June -	7	7	2,000	500	7	- ditto -	- ditto -	7	Dissolved.
2,650	Sutton and Cheam Water Company (Limited).	Supplying the parishes of Cheam and Sutton and adjoining parishes with water.	1, Glo'ster-villas, Carshalton-road, Sutton, Surrey.	19 June -	7	60	8,000	320	320	25 - -	7,880 - -	50	Still in operation.
2,651	South Western of Ireland Telegraph Company (Limited).	Constructing a line or lines of telegraph to connect the towns or ports of Cork, Queenstown, and Crookhaven in Ireland.	22, Old Broad-street, E.C.	19 June -	7	350	6,000	600	350	No return	No return -	7	- ditto.
2,652	Jersey Waterworks Company (Limited).	Procuring and supplying water at St. Helier's and other towns and places in the Island of Jersey.	21, Gresham-street, E.C.	19 June -	7	350	50,000	5,000	350	- ditto -	- ditto -	7	- ditto.
2,653	Trading Company of Egypt (Limited).	Developing commerce with Egypt, the Red Sea, Nubia, and the Soudan.	Not stated - - -	19 June -	7	350	2,000,000	100,000	350	- ditto -	- ditto -	7	No longer in operation.
2,654	Patent Silvering Company (Limited).	Silvering glass and manufacturing looking-glasses.	7, Lower Kennington-lane, S.	20 June -	7	152	2,000	200	152	5 - -	760 - -	7	Still in operation.
2,655	Agricultural Hotel Company (Limited).	Constructing and fitting up an hotel and carrying on the business of hotel keepers.	23, Essex-street, Strand -	22 June -	7	7	10,000	1,000	7	No return	No return -	7	- ditto.
2,656	Brentwood Town Hall Company (Limited).	Erecting a town hall, reading, and assembly rooms, &c., at Brentwood, Essex, and letting same.	King's-road, Brentwood, Essex.	23 June -	10	50	1,800	360	50	- ditto -	- ditto -	10	- ditto.
2,657	Leasehold Investment Company (Limited).	Dealing in leasehold, in freehold, or copyhold property, and lending money on same.	3, Charlotte-row, Mansion-house, E.C.	23 June -	7	925	100,000	10,000	925	- ditto -	- ditto -	7	- ditto.
2,658	Egyptian Commercial and Trading Company (Limited).	The developing of commerce with Egypt, Nubia, the Red Sea, the Soudan, and adjacent countries.	2, New Brook-street, E.C.	23 June -	7	350	2,000,000	100,000	350	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,659	Lancashire Steel Company (Limited).	Making and producing steel and steel articles under certain patents, and purchasing and using the property, of every kind, of the Patent File Machine, and File Manufacturing Company (Limited).	81, King-street, Manchester.	23 June -	7	750	150,000	7,500	750	No return	No return -	7	Still in operation.
2,660	Bristol Sugar Refinery Company (Limited).	Purchasing and carrying on the sugar refining business of W. S. Stock & Co.	Old Market-street, Bristol	23 June -	7	1,020	100,000	10,000	3,021	7 10 -	22,255 - -	68	- ditto.
2,661	Public Works Credit Company of London and Paris (Limited).	Undertaking the carrying out of great public works, railways, collieries, mines, or postal and transport services, &c.	38, Throgmorton street -	23 June -	7	145	200,000	10,000	145	No return	No return -	7	- ditto.
2,662	Prince of Wales Hotel Company, Upper Norwood (Limited).	The usual business of an hotel and club house.	Not stated - - -	24 June -	8	200	2,000	200	200	- ditto -	- ditto -	8	No longer in operation.
2,663	Metropolitan Lavatory Company (Limited).	Erecting and maintaining a lavatory in the metropolis.	5A, Lothbury - -	24 June -	7	23	60,000	12,000	23	- ditto -	- ditto -	7	Still in operation.
2,664	Staffordshire Public Chain and Anchor Testing Company (Limited).	Testing, providing, and examining the strength and soundness of chains, cables, anchors, &c, for gain and profit.	Bloomfield, Tipton, Staffordshire.	24 June -	9	225	10,000	5,000	225	- ditto -	- ditto -	9	- ditto.
2,665	Swedish Copper Company (Limited).	Mining for copper, &c., at Westerwich, Sweden.	46, Newhall-street, Birmingham.	24 June -	10	275	100,000	1,000	800	30 - -	22,650 - -	38	- ditto.
2,666	Tobacco, Cigar, and Snuff Company (Limited).	Manufacturing, selling, exporting, and dealing in tobaccos, cigars, and snuffs.	1, Great Tower-street, E. C.	25 June -	7	230	100,000	20,000	230	No return	No return -	7	- ditto.
2,667	Church Press Company (Limited)	Printing and publishing religious newspapers, periodicals, &c.	11, Burleigh-street, Strand	26 June -	8	64	5,000	1,000	64	- ditto -	- ditto -	8	- ditto.
2,668	United Bank of England, France, and America (Limited).	Banking in all its branches - -	157, Fenchurch-street, E. C.	26 June -	7	7	1,000	10	7	- ditto -	- ditto -	7	- ditto.
2,669	Imperial Bank of China (Limited).	Banking in China - - -	74, Old Broad-street, E. C.	27 June -	7	70	1,000,000	20,000	70	- ditto -	- ditto -	7	Dissolved.
2,670	Patent Mineral Carbon Company (Limited).	Purchasing and working certain patents for improved manufacture of moulders, blacking, &c.	63, King-street, Manchester.	27 June -	17	17	30,000	300	17	100 - -	1,280 - -	17	Still in operation.
2,671	Mercantile Trading Company (Limited).	Purchasing goods or ships for export and transmission to America, for sale or barter, or return and sale of goods from there.	3, Alderman's Walk, Bishopsgate-street.	27 June -	8	8	150,000	150	8	No return	No return -	8	- ditto.
2,672	Isle of Wight Packet Company -	Conveying passengers and goods in ships and boats.	11, Adam-street, Adelphi	29 June -	7	45	10,000	1,000	45	- ditto -	- ditto -	7	- ditto.
2,673	Neath and Pelenua Colliery Company (Limited).	Working the colliery or collieries near Neath, in the county of Glamorgan.	150, Leadenhall-street, E. C.	29 June -	7	34	65,000	13,000	34	- ditto -	- ditto -	7	- ditto.

2,674	Brymbo Lead Smelting and Desilverizing Company (Limited).	Acquiring and working the Brymbo Smelting Works, Wrexham, Denbighshire.	10, Cross-street Chambers, Cross-street, Manchester.	29 June -	7	67	25,000	250	241	50 - -	12,000 - -	19	- ditto.
2,675	Alexandra Park Company (Limited).	Providing a Park a convenient distance from the metropolis on its northern side.	12, Tokenhouse-yard, E.C.	30 June -	7	850	500,000	100,000	850	No return	No return -	7	- ditto.
2,676	Dartford Creek Paper Mill Company (Limited).	Purchasing and carrying on the business of the Ettrick Forest Paper Mills Company (Limited), and Ulmate of Ammonia Company (Limited).	2, Old Palace-yard, Westminster.	30 June -	8	5,880	150,000	15,000	5,880	- ditto -	- ditto -	8	- ditto.
2,677	Era Investment and Advance Company (Limited).	Lending money and dealing in property.	8, Old Church-street, Paddington.	30 June -	7	15	10,000	2,000	15	- ditto -	- ditto -	7	- ditto.
2,678	Minera Coal and Zinc Company (Limited).	Purchasing and working coal and other mines and zinc smelting works at Minera, near Wrexham, Denbighshire.	Moorgate-street Chambers, Moorgate-street, E.C.	30 June -	7	408	5,000	1,000	408	- ditto -	- ditto -	7	- ditto.
2,679	Portugal Coal and Iron Company (Limited).	Purchasing and working iron, coal, and lignites mines in Portugal.	2, Walbrook-buildings, Bucklersbury.	30 June -	7	700	100,000	10,000	700	- ditto -	- ditto -	7	- ditto.
2,680	Southport Hotel Company (Limited).	Erecting and maintaining an hotel at Southport.	50, Spring-gardens, Manchester.	1 July -	7	400	50,000	5,000	400	- ditto -	- ditto -	7	- ditto.
2,681	Corbridge Gas Light Company (Limited).	Lighting the town of Corbridge, Northumberland, with gas, and selling coke and coal tar.	Corbridge, Northumberland.	1 July -	8	215	1,200	600	215	- ditto -	- ditto -	8	- ditto.
2,682	Llwngwern Slate Quarry Company (Limited).	Working the Llyngwern and Glandulas quarries, Llanwrin, Montgomeryshire.	2, Moorgate-street, E.C.	1 July -	7	702	50,000	5,000	702	- ditto -	- ditto -	7	- ditto.
2,683	Philharmonic Rooms, Southampton (Limited).	Building and carrying on a music hall, reading, billiard, smoking, and correspondence rooms.	Not stated - - -	2 July -	7	35	20,000	1,000	35	- ditto -	- ditto -	7	Not known.
2,684	Minster Gas Company (Limited)	Manufacturing and selling gas at Minster, in the Isle of Thanet.	Minster, Isle of Thanet, Kent.	2 July -	21	148	1,000	200	148	- ditto -	- ditto -	21	Still in operation.
2,685	Anglo-Brazilian Gold Company (Limited).	Purchasing or leasing and working mines, quarries, pits, buildings, machinery, &c., in Brazil.	9, Liverpool-street, E.C.	2 July -	8	902	100,000	100,000	902	- ditto -	- ditto -	8	- ditto.
2,686	New Mansfield Copper and Silver Mining Company (Limited).	Acquiring and working mines in Brunswick.	4, Great Winchester-street, E.C.	3 July -	7	115	100,000	10,000	3,500 3,731	10 - - 2 10 -	625 - -	48	- ditto.
2,687	London and Bagdhad Banking Association (Limited).	Banking in all its branches at Baghdad, &c.	79, Great Tower-street, E.C.	3 July -	7	615	100,000	4,000	1,265	- nil -	- nil -	9	- ditto.
2,688	Liverpool Western and Spanish American Steam Packet Company (Limited).	Conveying passengers, goods, merchandise, and treasure.	9, Great Rumford-street, Liverpool.	3 July -	7	1,070	400,000	8,000	1,070	No return	No return -	7	Dissolved.
2,689	Torquay Hotel Company (Limited).	Building and carrying on an hotel at Torquay.	Royal Hotel, Torquay -	3 July -	8	425	70,000	7,000	2,749	4 - -	10,992 - -	102	Still in operation.
2,690	London and African Trading Company (Limited).	Carrying on a trade with natives in Africa.	155, Fenchurch-street, E.C.	3 July -	7	101	500,000	20,000	101	No return	No return -	7	- ditto.
2,691	English, Belgian, and Netherlands Bank (Limited), now called the European Bank (Limited).	Banking generally - - -	83 and 84, King William-street, E.C.	3 July -	7	350	1,000,000	20,000	350	- ditto -	- ditto -	7	- ditto.
2,692	City of London Hotel Company (Limited).	Carrying on the usual business of hotel and tavern keepers.	27, Leadenhall-street, E.C.	6 July -	7	310	50,000	5,000	310	- ditto -	- ditto -	7	- ditto.
2,693	United Kingdom Gas Consumers' Company (Limited).	Purchasing erecting and conducting gas works in the United Kingdom.	150, Fenchurch-street, E.C.	6 July -	7	32	50,000	5,000	32	- ditto -	- ditto -	7	- ditto.
2,694	Calcutta Victoria Docks Company (Limited).	The constructing of docks, wharves, warehouses, &c., at Calcutta.	Not stated - - -	7 July -	7	82	2,000	100	82	- ditto -	- ditto -	7	Not known.
2,695	Universal Bank (Limited) -	Banking generally - - -	26, Lombard-street, London.	7 July -	7	31	2,000	400	31	- ditto -	- ditto -	7	Still in operation.
2,696	Company of African Merchants (Limited).	Trading with the West Coast of Africa.	Walmer-buildings, Walter-street, Liverpool.	7 July -	8	8	400,000	40,000	8	- ditto -	- ditto -	8	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued*.												
2,697	Buxton Hotel Company (Limited).	Erecting and maintaining an hotel, club-house, and family boarding-house at Buxton.	4, Lancaster-place, Strand	8 July -	7	38	50,000	5,000	38	No return	No return -	7	Still in operation.
2,698	Plympton District Gas Company (Limited).	Supplying gas to the parishes of Plympton St. Maurice, Plympton St. Mary, and the adjoining neighbourhood.	The Works, "Underwood," Plympton St. Mary, Devon.	8 July -	7	95	25,000	500	95	- ditto -	- ditto -	7	- ditto.
2,699	Saltash Gas and Coke Company (Limited).	Manufacture, supply, and sale of gas and coke.	Saltash, Cornwall -	8 July -	7	116	1,500	300	116	- ditto -	- ditto -	7	- ditto.
2,700	Oil-seed Crushing Company (Limited).	Purchasing and working the Dover Oil Mills.	1, Corbet-court, Gracechurch-street, E. C.	9 July -	7	265	100,000	5,000	265	- ditto -	- ditto -	7	- ditto.
2,701	Palleg Anthracite Coal and Iron Company (Limited).	Mining in the Iwick Valley, in the hamlet of Palleg and parish of Yskadgnynlais, in the county of Brecon.	25, Bucklersbury -	9 July -	7	430	20,000	5,000	430	- ditto -	- ditto -	7	- ditto.
2,702	Stoke Mill Company (Limited)	Manufacturing and selling paper	Windsor-chambers, Great St. Helen's, London.	9 July -	7	97	10,000	1,000	97	- ditto -	- ditto -	7	- ditto.
2,703	Export and Inland Coal Company (Limited).	The carrying out and developing the general export and inland, and coasting trade in coal, and to supply coal to Europe, and especially to Paris.	Not stated - - -	10 July -	7	7	2,000	200	7	- ditto -	- ditto -	7	Dissolved.
2,704	Valgodemard Mining Company (Limited).	Purchasing and working certain mines situate in the valley of Valgodemard, in the Department of the Hautes Alps, in the Empire of France.	Not stated - - -	11 July -	7	7	100,000	5,000	7	- ditto -	- ditto -	7	Still in operation.
2,705	Shotley Bridge Iron Company (Limited).	Working mines of coal, ironstone, iron ore, fire clay, and other clay, and selling produce thereof.	Shotley Bridge - -	11 July -	8	51	22,500	3,000	2,875	3 10 -	9,952 10 -	55	- ditto.
2,706	London Cocoa Nut Fibre Company (Limited).	Purchasing and working the invention of George Davies for the manufacture of articles from cocoa-nut fibre.	Not stated - - -	13 July -	7	550	20,000	20,000	550	No return	No return -	7	No longer in operation.
2,707	Richmond Hill Hotel Company (Limited).	Erecting and maintaining an hotel on Richmond Hill.	28, Regent-street, W. -	13 July -	7	70	100,000	10,000	70	- ditto -	- ditto -	7	Still in operation.
2,708	Croghan Mining Company (Limited).	The working of mines and minerals in the townlands of Lord Templetown, in the county of Monaghan, Ireland.	56, Scotch-street, Carlisle.	14 July -	9	3,860	5,000	5,000	3,860	- ditto -	- ditto -	9	- ditto.
2,709	Deal and Walmer Public Rooms Company (Limited).	Providing and maintaining in the town of Deal, in Kent, or in the immediate neighbourhood thereof, rooms suitable for assemblies, balls, concerts, lectures, library, reading-rooms, &c.	20, Queen-street, Deal -	15 July -	8	76	2,500	500	76	- ditto -	- ditto -	8	- ditto.

2,710	Cirencester Hotel Company (Limited).	Acquiring the lease of the King's Head Hotel at Cirencester, in Gloucester, furnishing and maintaining the same, and to carry on the business of an hotel therein.	Dyer-street, Cirencester	15 July -	7	35	6,000	120	35	- ditto -	- ditto -	7	- ditto.
2,711	Dipling's Casson Slate Company (Limited).	Mining and quarrying on and under a certain farm and lands called Diplings or Gelli, and other lands adjoining thereto, in the parish of Festiniog in the county of Merioneth.	10, Bridge-street, Westminster.	16 July -	10	4,436	200,000	20,000	3,000 17,000	10 - - 2 - -	63,924 - -	64	- ditto.
2,712	Reigate Investment Company (Limited).	Lending money, and purchasing and selling houses, buildings, &c.	High-street, Reigate, Surrey.	16 July -	12	88	5,000	1,000	88	No return	No return -	12	- ditto.
2,713	Grimsby Royal Dock Hotel Company (Limited).	Establishing an hotel for the accommodation of railway travellers at the Grimsby Dock Railway Station.	1, Royal Dock Chambers, Great Grimsby, Lincolnshire.	16 July -	11	150	6,000	600	495	2 - -	990 - -	35	- ditto.
2,714	Greenwich Tannery Company (Limited).	The tanning, manufacture, and sale of leather.	26, Bishopsgate-street, E.C.	16 July -	7	915	20,000	4,000	915	No return	No return -	7	- ditto.
2,715	Weston-super-Mare Hotel Company (Limited).	Erecting and maintaining an hotel.	3, Bond Court Chambers, Walbrook.	17 July -	7	100	75,000	7,500	100	- ditto -	- ditto -	7	- ditto.
2,716	Marine Investment Company (Limited).	Lending money on various securities.	17, Gracechurch-street -	17 July -	7	65	5,000,000	20,000	65	- ditto -	- ditto -	7	- ditto.
2,717	Improved Industrial Dwellings Company (Limited).	Providing improved dwellings, for letting or otherwise.	Carpenters' Hall, London Wall, London.	17 July -	20	201	50,000	500	201	- ditto -	- ditto -	20	- ditto.
2,718	Lundy Granite Company (Limited).	To purchase and work certain slate quaries in the Island of Lundy in the Bristol Channel.	17, Old Broad-street, E. C.	18 July -	7	44	100,000	20,000	44	- ditto -	- ditto -	7	- ditto.
2,719	Oporto Mining Company (Limited).	Purchasing and working certain mines in the kingdom of Portugal.	45, Essex street, Strand	20 July -	14	362	80,000	16,000	800	None -	None - -	19	- ditto.
2,720	Liverpool Lead Works Company (Limited).	To purchase and carry on the Springfield Lead Works at Liverpool.	Not stated - - -	20 July -	7	170	25,000	2,500	170	No return	No return -	170	Not known.
2,721	Brazilian and Portuguese Bank (Limited).	Banking in Brazil and Portugal -	13, St. Helen's-place, E. C.	20 July -	7	2,050	1,000,000	50,000	2,050	- ditto -	- ditto -	7	- ditto.
2,722	Birmingham Dining Halls Company (Limited).	The introduction of dining and refreshment halls into Birmingham.	52, New-street, Birmingham.	20 July -	18	104	5,000	250	104	- ditto -	- ditto -	18	- ditto.
2,723	London Main Trunk Underground Railway Company (Limited).	Constructing an underground railway from Stratford to Shepherd's Bush.	30, Poultry, E. C. -	21 July -	7	7	10,000	1,000	7	- ditto -	- ditto -	7	- ditto.
2,724	Messrs. Freeman and Cheesewring Granite Company (Limited).	Searching for and obtaining granite or other stone within the counties of Cornwall and Devon, and selling same.	Budosk, Cornwall -	21 July -	8	40	40,000	40	40	- ditto -	- ditto -	8	- ditto.
2,725	Welsh Flannel and Tweed Company (Limited)	The manufacture, sale, and dealing in flannels and tweeds and other woollen goods.	Not stated - - -	21 July -	8	700	20,000	2,000	700	- ditto -	- ditto -	8	- ditto.
2,726	West London Discount Company (Limited).	Advancing and receiving money on various securities, and dealing in household and other property.	10, Cornhill, E. C. -	21 July -	7	230	250,000	25,000	230	- ditto -	- ditto -	7	- ditto.
2,727	Port of Falmouth Steam Tug Company.	Purchasing, hiring, or building a steam tug or steam tugs, flats, or steam boats, and working or using the same in the English Channel or elsewhere.	6, Queen-street Place, Upper Frances-street, E. C.	21 July -	7	79	5,000	500	79	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*[d].

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	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
2,728	Oriental Hotels Company (Limited).	Erecting and maintaining hotels in India and China and elsewhere, in the route between England and India and China.	75, Cannon street, E. C.	21 July -	8	800	250,000	25,000	800	No return	No return -	8	Still in operation.
2,729	Brighton West Pier Company (Limited).	Erecting a pier for promenade, &c., at Brighton.	13 A., Cannon-row, Westminster.	22 July -	7	57	25,000	2,500	2,500	3 - -	7,470 - -	109	- ditto.
2,730	Les Grandes Mines Consolidées de Villemagne (Limited).	Mining in and about the Valleys of La Mure, Lamalon, and St. Gervais, in the Department of L'Herault, in the Empire of France.	8, Lancaster-place, Strand	23 July -	7	175	84,000	21,000	175	No return	No return -	7	- ditto.
2,731	Weardale Iron and Coal Company (Limited).	The purchase of the business of the Weardale Iron Company at Wolsingham and Gainsborough, in the counties of Devon and York.	George - yard, Upper Thames-street, E. C.	23 July -	7	500	500,000	500	500	- ditto -	- ditto -	7	- ditto.
2,732	Valencia Land Company (Limited).	The purchase of certain marshes in the Province of Valencia, known as the "Laames of Albalat and Mirabet," and improving and letting or selling same.	2, East India Avenue, Leadenhall-street, E.C.	24 July -	7	8	40,000	40	8	- ditto -	- ditto -	7	- ditto.
2,733	Utrera and Moron Railway Company (Limited).	Making, maintaining, and working of a line of railway from the town of Utrera to the town of Morion, in the Kingdom of Spain.	117, Bishopsgate-street, Within, E. C.	24 July -	7	35	120,000	6,000	35	- ditto -	- ditto -	7	- ditto.
2,734	Anglesea Colliery Company (Limited).	The purchase of the Brew Colliery, plant, machinery, and other works in the Island of Anglesea, and carrying on the business of coal mining, &c.	15, Finsbury - place, South, E. C.	25 July -	7	27	35,000	7,000	27	- ditto -	- ditto -	7	- ditto.
2,735	North Western Railway Rolling Stock and Plant Company (Limited).	The building or purchasing of engines, tools, carriages, and waggons, and railway plant of every description, and the disposing and leasing same to railway companies.	3, Bridge-street, Westminster.	27 July -	7	35	100,000	10,000	35	- ditto -	- ditto -	7	- ditto.
2,736	Morocco Land and Trading Company (Limited).	Purchase of land in the dominion of the Emperor of Morocco for agricultural and commercial purposes.	4, Priory-place, Doncaster.	27 July -	7	18	5,000	50	31	100 - -	2,700 - -	11	- ditto.
2,737	Bwlch-y-plwn Lead Mining Company (Limited).	To purchase and work an extensive lead ore sett, called the "Bwlch-y-plwn Mine," in the parish of Llanfrothen.	2, Winchester-buildings, E. C.	27 July -	7	700	20,000	4,000	700	No return	No return - -	7	- ditto.
2,738	London Paper Making Company (Limited).	The manufacture and sale of paper and paper-making materials.	4, Dowgate-hill, E. C. -	28 July -	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.

2,739	Great Anglo-Australian Gas Company (Limited).	Erection, purchase, and maintenance of Gasworks in Austria, Transylvania, Hungary, and Italy, and other parts of Europe.	7, John-street, Adelphi	28 July -	7	505	100,000	10,000	505	- ditto -	- ditto -	7	- ditto.
2,740	Royal Alhambra Palace Company (Limited).	Carrying on a tavern, hotel, and music hall in the building known as the Royal Alhambra Palace, Leicester-square.	Royal Alhambra Palace, Leicester-square, London.	28 July -	16	282	100,000	20,000	282	- ditto -	- ditto -	16	Dissolved.
2,741	Safety Blasting Powder Company (Limited).	Carrying out a patent for improvements in the manufacture of blasting or other powder.	75, George-street, Devonport.	28 July -	9	32	50,000	100	50	100 – –	4,675 – –	17	Still in operation.
2,742	Castle Hotel Company, Richmond (Limited).	Purchasing and carrying on the business of the Castle Hotel at Richmond.	43, Parliament-street, E.C.	29 July -	7	7	60,000	6,000	7	No return	No return -	7	- ditto.
2,743	London Laundry Company (Limited).	For the purpose of supplying families, clubs and other large establishments and the public in general with laundry accommodation.	Corunna House, King-street, Hammersmith.	29 July -	7	380	10,000	5,000	1,582	1 – –	1,550 5 –	34	- ditto.
2,744	Fish and Oyster Breeding Company (Limited).	To breed and cultivate, purchase and sell oysters, spawn, fry, and fish.	1, Robert-street, Adelphi, W.C.	29 July -	7	145	50,000	10,000	145	No return	No return -	7	- ditto.
2,745	Earth Oil Refining Company (Limited).	The refining of oil, the manufacture of candles, and other product from earth, oils, and from the distillation of coal, shale, and bituminous substances, and dealing in same.	Not stated - - -	31 July -	7	27	40,000	4,000	27	- ditto -	- ditto -	7	Not known.
2,746	British Oil Company (Limited)	To make or extract oil and other products from coal or other materials, the refining and disposing of same.	227, Gresham House, Old Broad-street.	31 July -	7	7	2,000	2,000	7	- ditto -	- ditto -	7	Still in operation.
2,747	Brownlow Mining Company (Limited).	Acquiring and working certain mines at Brownlow Manor near Shrewsbury.	5, Barge-yard, Bucklersbury.	31 July -	7	214	30,000	30,000	214	- ditto -	- ditto -	7	- ditto.
2,748	Export and Inland Coal Company (Limited).	To carry out and develop the general, export, inland, and coasting trade in coals, and supplying Europe, and especially Paris, with same.	Not stated - - -	31 July -	8	71	100,000	10,000	71	- ditto -	- ditto -	8	Not known.
2,749	Pooley Hall Colliery Company (Limited).	Mining upon certain lands in the hamlet of Pooley, in the parish of Polesworth, in the county of Warwick.	11, Waterloo-place, Pall Mall.	1 Aug. -	7	1,025	18,000	6,000	1,025	- ditto -	- ditto -	7	Still in operation.
2,750	Northam Burrows Hotel and Villas Company (Limited).	Erecting an hotel and such lodging-houses, villas, and baths at or near Northam Burrows as the company may determine.	J. Rooker, Solicitor, Bridgeland – street, Bideford, Devon.	3 Aug. -	7	55	10,000	1,000	55	- ditto -	- ditto -	7	- ditto.
2,751	Constantinople and Alexandria Hotel Company (Limited).	The erection and maintenance of hotels at Alexandria, in the Empire of Turkey, or elsewhere.	33, Bloomsbury-square, Middlesex.	3 Aug. -	8	8	300,000	15,000	8	- ditto -	- ditto -	8	Dissolved.
2,752	Aston (Peter France & Sons) Colliery Company (Limited).	Working mines at and near Aston, in the county of York.	Aston, York - -	3 Aug. -	16	719	20,000	1,000	750	20 – –	11,983 6 8	19	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
2,753	South of Ireland Colliery Company (Limited).	Working mines at Ballingarry, Balloughby and Tunckunck, including the sub-denomination of Ballingarry and Glengall, situate in the barony of Slieveardagh and the county of Tipperary.	Not stated - - -	3 Aug. -	8	300	15,000	15,000	300	No return	No return -	8	Not known.
2,754	Continental Gas and Water Company (Limited).	Supplying water to the city of Arras, Pas de Calais, in the Empire of France, and supplying gas and water to any towns or cities on the continent.	30, Cornhill, E.C. -	5 Aug. -	7	425	100,000	10,000	425	- ditto -	- ditto -	7	Still in operation.
2,755	Loddon Gas Company (Limited).	Manufacture, sale and supply of gas.	Loddon, Norfolk -	6 Aug. -	8	117	1,500	300	117	- ditto -	- ditto -	8	- ditto.
2,756	Natal Coffee Company (Limited).	Purchasing land at Natal, cultivating and selling coffee, spice, and other things.	1a, Martin's-lane, Cannon-street.	6 Aug. -	7	105	5,000	500	105	- ditto -	- ditto -	7	- ditto.
2,757	General Floating Dock Company (Limited).	The constructing, establishing, and maintaining of floating docks in England and elsewhere.	31, Threadneedle-street, E.C.	7 Aug. -	7	7	200,000	20,000	7	- ditto -	- ditto -	7	- ditto.
2,758	General Land Credit Company (Limited).	Lending money on the security of land in England and Wales.	Not stated - - -	7 Aug. -	7	25	2,000	2,000	25	- ditto -	- ditto -	7	Not known.
2,759	North Warwickshire Worsted and Woollen Spinning and Weaving Company (Limited).	Spinning, weaving, and selling fabrics of a textile nature.	Widdrington Mill, Drapers' Field, Coventry.	8 Aug. -	7	252	25,000	5,000	2,270	2 - -	4,633 10 -	150	Still in operation.
2,760	Martin's Patent Anchor Company (Limited).	The manufacture and sale of anchors.	Not stated - - -	8 Aug. -	9	260	50,000	10,000	260	No return	No return -	9	Not known.
2,761	Ripley Waterworks and Gaslight and Coke Company (Limited).	Supplying Ripley and neighbourhood with water and gas.	Market-place, Ripley, Derby.	10 Aug. -	9	228	5,000	1,000	952	2 - -	1,829 10 -	63	Still in operation.
2,762	Pomfret Cake Company (Limited).	The manufacture and sale of Pomfret or liquorice cakes, and other articles of confectionery.	Pontefract - - -	11 Aug. -	7	45	10,000	100	45	No return	No return -	45	- ditto.
2,763	Webb's Hotel Company (Limited).	The carrying on the business of an hotel in all its branches.	Webb's Hotel, Liskeard, Cornwall.	12 Aug. -	16	76	8,000	160	76	- ditto -	- ditto -	16	- ditto.
2,764	Staffordshire Rolling Stock Company (Limited).	Carrying on the business of railway rolling stock manufactures.	48, Lombard-street, E.C.	12 Aug. -	7	35	50,000	5,000	2,840 2,160	5 - - - 10 -	35,415 - -	108	- ditto.
2,765	Patent File Company (Limited)	Purchasing and working certain letters patent for the improvements in the manufacture of files.	29, Waterloo-street, Birmingham.	13 Aug. -	7	500	100,000	10,000	500	No return	No return -	7	- ditto.
2,766	General International Agency Company (Limited).	General commission and agency business.	17, Gracechurch-street, E.C.	14 Aug. -	8	8	500,000	50,000	8	- ditto -	- ditto -	8	- ditto.

2,767	North Wales Gold Washing Company (Limited).	Mining for gold, silver, lead, tin, &c., in the county of Merioneth.	2, Moorgate-street, E.C.	15 Aug. -	7	26	9,600	198	26	- ditto -	- ditto -	7	- ditto.
2,768	Globe Navigation Company (Limited).	The general business of shipowners.	27, James-street, Liverpool.	15 Aug. -	7	1,740	100,000	10,000	1,740	- ditto -	- ditto -	7	- ditto.
2,769	Weedon Iron Company (Limited).	Carrying on the manufacture of iron at Weedon.	11, Waterloo-place, Pall Mall.	15 Aug. -	7	1,600	24,000	2,400	1,600	- ditto -	- ditto -	7	- ditto.
2,770	Canadian Fish Curing Company (Limited).	Carrying on fishery on the north-west coast of Africa, and to occupy the island of Graciosa, in the Canaries, under a concession from the Queen of Spain.	27, Leadenhall-street, E.C.	17 Aug. -	7	17	60,000	6,000	17	- ditto -	- ditto -	7	- ditto.
2,771	Northern Maritime Insurance Company (Limited).	Marine insurance generally -	40, Quayside, Newcastle-on-Tyne.	17 Aug. -	7	2,400	50,000	10,000	2,400	- ditto -	- ditto -	7	- ditto.
2,772	Peel Slate Quarry Company (Limited).	Mining at or near Peel, in the Isle of Man.	2, King's Arms Yard, Coleman-street, E.C.	17 Aug. -	8	600	20,000	4,000	600	- ditto -	- ditto -	8	- ditto.
2,773	Burford Gaslight, Coal, and Coke Company (Limited).	The supplying the inhabitants of the parish of Burford with gaslight, coal, and coke.	Mr. Thomas Street's Office, Sheep-street, Burford, Oxford.	17 Aug. -	16	320	1,500	600	320	- ditto -	- ditto -	16	- ditto.
2,774	Oatland Gas Company (Limited).	Supplying Longwood and Staniland with Old Lindley, in the West Riding of York, with gas.	Cut-lane, Huddersfield -	17 Aug. -	7	72	2,000	400	139	3 - -	378 10 -	21	- ditto.
2,775	London Mortgage and Investment Guarantee Society (Limited).	The advancing of money at interest on mortgage or security.	1, St. Swithin's-lane, E.C.	19 Aug. -	7	36	20,000	200	36	No return	No return -	7	- ditto.
2,776	Royal Patent Tubular Pianoforte Company (Limited).	The manufacture of Knot's royal patent tubular pianofortes, or other musical instruments.	Not stated - - -	19 Aug. -	7	7	10,000	2,000	7	- ditto -	- ditto -	7	Not known.
2,777	Queensferry Alkali Company (Limited).	The manufacture of alkali, bleaching powder, caustic and crystal soda, vitriol, and other chemicals.	23, New Broad-street, E.C.	20 Aug. -	7	7	20,000	200	7	- ditto -	- ditto -	7	Still in operation.
2,778	British Mercantile Plate Glass Insurance Company (Limited).	The insurance of plate glass against breakage.	10, Leicester Buildings, Liverpool.	20 Aug. -	8	350	2,000	1,000	350	- ditto -	- ditto -	8	- ditto.
2,779	Oswestry Public Hall Company (Limited).	The erection of a public hall, reading room, and class rooms, and other rooms and offices usually annexed to a public hall.	Oswald Chambers, Oswestry, Salop.	21 Aug. -	11	810	2,500	2,500	810	- ditto -	- ditto -	11	- ditto.
2,780	Executor and Trustee Association (Limited).	To accept and carry out the office of executorships, administrations, and trusteeships.	Not stated - - -	21 Aug. -	7	7	2,000	100	7	- ditto -	- ditto -	7	Not known.
2,781	Fine Arts Gallery Company (Limited).	- ditto - - -	- ditto - - -	24 Aug. -	7	7	2,000	80	7	- ditto -	- ditto -	7	- ditto.
2,782	Tryddyn Oil and Coke Company (Limited).	Working the Tryddyn Lodge and Tryddyn Farm, and manufacturing oil, coke, &c.	16, Castle-street, Liverpool.	24 Aug. -	7	105	60,000	600	300 150	45 - - 100 - -	27,700 - -	36	Still in operation.
2,783	Lanivet Mining Company (Limited).	Purchase of the Lesquite estate, in the parish of Lanivet, and working mines upon same, in the county of Cornwall.	8, Union-street, Liverpool.	26 Aug. -	- -	- -	6,000	- -	-	- -	- -	- -	This Company has been transferred to Truro.
2,784	Lancashire Land Company (Limited).	Purchasing and dealing in land in England.	4, Crook-street, Liverpool.	27 Aug. -	7	80	10,000	100	80	No return	No return -	7	Still in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
2,785	Gresley Wood and Swadlincote Colliery Company (Limited).	Working the Gresley Wood and Swadlincote Collieries, near Burton on-Trent, Derby.	Gresley Wood, Burton-on-Trent, Derby.	27 Aug. -	8	346	100,000	2,000	346	No return	No return -	8	Still in operation.
2,786	Yoxford Gas Company (Limited).	Supplying Yoxford with gas, coke, &c.	Great-street, Yoxford -	28 Aug. -	28	143	1,100	220	143	- ditto -	- ditto -	28	- ditto.
2,787	Cae Paut Mining Company (Limited).	Working certain mines at Eisteddfodd Minera, in the county of Denbigh, and disposing of products of same.	Want, near Minera, Denbigh.	31 Aug. -	7	1,100	1,600	1,600	1,100	- ditto -	- ditto -	7	- ditto.
2,788	Minera Western Boundary Mining Company (Limited).	Working certain mines at Eisteddfodd Minera, in the county of Denbigh, and disposing of products of same.	Queen-street Chambers, Queen-street, Wrexham, Denbigh.	31 Aug. -	7	1,080	3,000	3,000	1,080	- ditto -	- ditto -	7	Dissolved.
2,789	Easingwold Public Hall Company (Limited).	The building, holding, and maintaining a public hall and shambles in the market-place of Easingwold.	Longley House, Easingwold.	1 Sept. -	7	59	2,000	400	183	5 - -	742 - -	53	Still in operation.
2,790	Burnham Gas Company (Limited).	Making gas, and supplying the inhabitants of Burnham with same.	Not stated - - -	1 Sept. -	7	38	1,100	220	38	No return	No return -	7	Dissolved.
2,791	West Nanty Mine Company (Limited).	Mining generally in the county of Montgomery.	6, Queen-street-place, Upper Thames street.	3 Sept. -	7	273	5,000	500	273	- ditto -	- ditto -	7	Still in operation.
2,792	New Brampton Colliery Company (Limited).	Working a certain colliery or coal mine, known as the New Brampton Colliery, near Chesterfield, Derby.	1, Arthur-street West, City.	4 Sept. -	7	7	15,000	750	7	- ditto -	- ditto -	7	Dissolved.
2,793	East Paut Dw United Lead Mining Company (Limited).	Mining in the counties of Flint and Denbigh, in North Wales, and working the mines called "East Paut Dw."	Carlton - buildings, Cooper-street, Manchester.	5 Sept. -	8	600	30,000	6,000	600	- ditto -	- ditto -	8	Still in operation.
2,794	City and County Assurance Company (Limited).	Insurances of all kinds - -	21, New Bridge-street, E. C.	7 Sept. -	7	700	500,000	25,000	700	- ditto -	- ditto -	7	- ditto.
2,795	Falmouth Smelting Company (Limited).	The purchase of lead and other ores, and also metalliferous products, and the smelting, desilverizing and chemical treatment of such products.	49, Moorgate - street, London.	7 Sept. -	7	1,820	15,000	3,000	1,820	- ditto -	- ditto -	7	- ditto.
2,796	Manchester Dining Rooms Company (Limited).	Carrying on the business of an hotel, wholesale and retail wine and spirit and beer business, dining and refreshment rooms.	100, Market - street, Manchester.	8 Sept. -	9	655	5,000	5,000	655	- ditto -	- ditto -	9	- ditto.
2,797	Aberystwith and Cardigan Bay Steam Packet Company (Limited).	The conveyance of passengers and goods in ships or boats between such places as the company may determine.	Aberystwith, Cardigan -	8 Sept. -	7	92	3,000	600	92	- ditto -	- ditto -	7	- ditto.

2,798	Hendre Lead Mining Company (Limited).	Working mines at the foot of the Halkin Mountain, in the county of Flint.	33, Great Winchester-street, E. C.	8 Sept. -	7	890	25,000	5,000	890	- ditto -	- ditto -	7	- ditto.
2,799	Asia Minor Cotton Company (Limited).	Cultivating cotton in Asia Minor	Hardford Chambers, St. Ann's - square, Manchester.	8 Sept. -	7	4,350	100,000	10,000	4,350	- ditto -	- ditto -	7	- ditto.
2,800	Independent Fire Insurance Company (Limited).	Fire insurance generally - -	48, Lombard-street, E. C.	8 Sept. -	7	350	250,000	50,000	350	- ditto -	- ditto -	7	- ditto.
2,801	South Parys Copper Mining Company (Limited).	Working mines under the Parys Mountain, called Plas Newydd, in the Isle of Anglesea.	9, Corporation - street, Manchester.	9 Sept. -	7	715	10,000	5,000	715	- ditto -	- ditto -	7	- ditto.
2,802	Railway and General Advertising Company (Limited).	Advertising through the medium of railway stations, omnibuses, cabs, &c.	53, Victoria - street, Westminster.	9 Sept. -	7	120	50,000	5,000	120	- ditto -	- ditto -	7	- ditto.
2,803	Victoria Pier and Hotel Company, Southport (Limited).	Providing an hotel and pier at Southport.	92, Mosley - street, Manchester.	10 Sept. -	10	145	30,000	6,000	4,503	2 10 -	10,567 10 -	104	- ditto.
2,804	Abingdon Gaslight and Coke Company (Limited).	Supplying Abingdon in Berks, with gas.	Gas - works, Thames-street, Abingdon.	11 Sept. -	8	106	6,625	530	530	12 10 -	6,625 - -	50	- ditto.
2,805	Star and Garter Hotel Company (Limited).	Carrying on the business of the Star and Garter Hotel at Richmond.	17, Great George-street, Westminster.	11 Sept. -	7	255	120,000	12,000	255	No return	No return -	7	- ditto.
2,806	Constantinople and Alexandria Hotels Company (Limited).	Establishing hotels in the neighbourhood of the cities of Alexandria and Constantinople, or elsewhere.	15, Old Jewry Chambers, E. C.	12 Sept. -	8	8	300,000	15,000	8	- ditto -	- ditto -	8	- ditto.
2,807	Coal Owners' Company (Limited).	Purchasing the interest in the collieries situate near Teplitz, in the Kingdom of Bohemia and Empire of Austria.	95, Bishopsgate-street, Within, E. C.	12 Sept. -	7	51	100,000	10,000	51	- ditto -	- ditto -	7	- ditto.
2,808	Rhenish Consolidated Mining Company (Limited).	Mining in the Rhenish Provinces	8, Austin Friars, E. C.	14 Sept. -	8	658	60,000	12,000	658	- ditto -	- ditto -	8	- ditto.
2,809	Liverpool and Ramsey Oil Refining and Chemical Works Company (Limited).	Carrying on the chemical works of Thomas C. Gibson at Ramsey, Isle of Man.	16, Crook-street, Liverpool.	15 Sept. -	7	280	40,000	8,000	{ 5,000 2,000	{ 4 - - 3 - - }	28,027 - -	46	- ditto.
2,810	Faversham Water Company (Limited).	Supplying Faversham and adjacent parishes with water.	South House, Faversham.	15 Sept. -	11	148	6,000	600	362	3 - -	521 - -	64	- ditto.
2,811	Torbay Hemitite Iron Mining Company (Limited).	Purchasing an estate called Shorham Point at Brixham, Devon, and working mines there.	11, Tokenhouse - yard, E. C.	16 Sept. -	- -	- -	- -	- -	-	- -	- -	- -	Transferred to the office at Truro, having been registered at a London office in mistake.
2,812	Patent Anti-Friction Bearing Company (Limited).	Carrying out certain patents for improvements in the manufacture of bearings, journals, and steps employed in machinery, and for carriage and other axles.	29, Threadneedle-street, E. C.	16 Sept. -	7	7	100,000	20,000	7	No return	No return -	7	Still in operation.
2,813	Northleach Gaslight and Coke Company (Limited).	Lighting the town of Northleach with gas, &c.	House of James Hammett Hill Howard, in the Market-place Northleach, in the county of Gloucester.	18 Sept. -	24	240	1,200	240	240	- ditto -	- ditto -	24	- ditto.
2,814	Western Fire Insurance Company (Limited).	Assurance of all kinds - -	3, Parliament - street, Westminster.	19 Sept. -	7	350	1,000,000	100,000	350	- ditto -	- ditto -	7	- ditto.
2,815	Stoke Newington Ladies' College (Limited).	The education of children and young ladies.	3 and 4, Bouverie-road, Stoke Newington, Middlesex.	21 Sept. -	7	24	1,000	200	24	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,816	"Irish Liberator" Newspaper Company (Limited).	To publish a newspaper in London, for the purpose of advocating the cause of the Irish nation, entitled and called "The Irish Liberator."	6, Southampton-buildings, Chancery-lane.	21 Sept. -	13	247	2,000	8,000	247	No return	No return -	13	Still in operation.
2,817	Thompson's Patent Universal Air-tight Stopper Company (Limited).	Purchasing Thompson's patents for improvements in stoppers for bottles and other vessels.	37, Oxford-street, London.	23 Sept. -	7	2,000	100,000	2,000	2,000	- ditto -	- ditto -	7	- ditto.
2,818	Oswestry Public Rooms Company (Limited); now called the Oswestry Victoria Rooms Company (Limited).	The erection and maintenance of a building in the town of Oswestry, in the county of Salop, containing rooms for the purposes of assemblies, concerts, lectures, and public and other meetings.	Office of Mr. E. Oswell, solicitor, Church-street, Oswestry, Salop.	24 Sept. -	9	120	3,000	600	562	5 - -	2,460 - -	43	- ditto.
2,819	Whittington Freehold Colliery Company (Limited).	Working the Whittington Freehold Colliery Estate, in the county of Derby.	4, Sise-lane, E. C. -	24 Sept. -	7	335	135,000	10,000	335	No return	No return -	7	- ditto.
2,820	Rye Patent Slip and Dock Company (Limited).	To provide a patent slip and dock at Rye, in the county of Sussex,	George Hotel, High-street, Rye.	24 Sept. -	34	97	1,000	100	97	- ditto -	- ditto -	34	- ditto.
2,821	Glan Alun Lead Mining Company (Limited).	Working the Glan Alun Mines, situated in the counties of Flint and Denbigh.	Carlton-buildings, Cooper-street, Manchester.	25 Sept. -	7	720	5,000	5,000	720	- ditto -	- ditto -	7	- ditto.
2,822	Tan Gas and Charcoal Company (Limited).	The manufacture of gas, charcoal, and other substances from tan and similar materials, in accordance with the patent of William Lanberg.	28, Poultry, E. C. -	25 Sept. -	7	7	20,000	4,000	7	- ditto -	- ditto -	7	- ditto.
2,823	Anglo-African Company (Limited).	The carrying on the business of general traders and merchants between the West Coast of Africa and England.	71, Jermyn-street, Middlesex.	25 Sept. -	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
2,824	Nottingham Consumers' Aërated Bread Company (Limited).	The manufacture and sale of bread, flour, biscuits, and farinaceous compounds and materials.	13, Clinton-street, Nottingham.	25 Sept. -	7	7	10,000	10,000	7	- ditto -	- ditto -	7	- ditto.
2,825	Standard Bank (Limited) -	Banking generally - - -	Not stated - - -	25 Sept. -	7	7	1,000	100	7	- ditto -	- ditto -	7	Not known.
2,826	Gymnasium Company (Limited)	To build a gymnasium (Turnhalle) for the use of the German Gymnastic Society, Turnvercim, of London.	20, St. Dunstan's-hill, E. C.	25 Sept. -	7	285	3,000	3,000	285	- ditto -	- ditto -	7	Still in operation.
2,827	Prince of Wales Slate Company (Limited).	To purchase and work certain slate quarries and other mines and minerals, situate in Nanty-Pennant, on the estate of Curn Trwsgwl, in the county of Carnarvon.	13, Old Jewry Chambers, Old Jewry.	26 Sept. -	7	502	50,000	10,000	502	- ditto -	- ditto -	7	- ditto.

2,828	Plantation Company of Western India (Limited).	The cultivation and sale of coffee on the Western Coast of India.	33, Cornhill, E. C. -	28 Sept. -	7	80	50,000	10,000	80	- ditto -	- ditto -	7	- ditto.
2,829	Bristol Distilling Company (Limited).	Carrying on the business of a maltster and distiller of spirits, buyer and seller of corn, and other materials.	Cheese-lane, Bristol -	28 Sept. -	7	60	100,000	100	60	- ditto -	- ditto -	7	- ditto.
2,830	Aberayron Steam Navigation Company (Limited).	The conveyance of passengers and goods in ships or boats between such places as the Company may from time to time determine.	Not stated - - -	29 Sept. -	7	58	4,000	400	58	- ditto -	- ditto -	7	Not known.
2,831	Amalgamated Eisteddfod West Minera, Twelve Apostles, and Rock Mining Company (Limited).	Mining in Chester, Gloucester, Denbigh, &c.	Market Chambers, Market-square, Shrewsbury, Salop.	29 Sept. -	7	3,252	12,000	12,000	3,252	- ditto -	- ditto -	7	Still in operation.
2,832	General Oil Refining Company (Limited).	To purchase and carry on a business for the refining of oil, and the manufacture of candles.	18, Suffolk-grove, Southwark.	29 Sept. -	7	35	24,000	4,800	35	- ditto -	- ditto -	7	- ditto.
2,833	City of Nice Improvements Company (Limited).	Carrying out certain improvements in the city of Nice.	Not stated - - -	29 Sept. -	7	650	600,000	30,000	650	- ditto -	- ditto -	7	Not known.
2,834	Bois de Boulogne Hotel and Land Company (Limited).	Improving, by building, &c., the town of St. Cloud, in the Department of the Seine and Oise, in the Empire of France.	44, Lincoln's-inn-fields, W. C.	30 Sept. -	7	70	120,000	6,000	70	- ditto -	- ditto -	7	Still in operation.
2,835	Llanberis Slate Company (Limited).	Working a slate quarry at Llanberis, in the county of Carnarvon.	9, Liverpool-street, Old Broad-street.	1 Oct. -	7	90	50,000	10,000	90	- ditto -	- ditto -	7	- ditto.
2,836	Rochdale Burgess Hall Company (Limited).	Purchasing the Primitive Methodist Chapel, Drake-street, Rochdale, Lancaster, and converting same into a building to be let for public business.	Not stated - - -	1 Oct. -	9	97	800	800	97	- ditto -	- ditto -	9	Not known.
2,837	East London Bank (Limited)	Banking generally - - -	40, Lombard-street, London, E. C.	2 Oct. -	9	450	1,000,000	20,000	450	- ditto -	- ditto -	9	Still in operation.
2,838	Nottingham and District Gas Consumers' Company	Supplying Nottingham and district with gas.	St. James'-street, Nottingham.	2 Oct. -	7	47	100,000	10,000	47	- ditto -	- ditto -	7	- ditto.
2,839	English and Scottish Fire Insurance Company (Limited).	Fire insurance - - - -	36, Cannon-street, London.	3 Oct. -	7	40	2,000	200	40	- ditto -	- ditto -	7	- ditto.
2,840	Burmah and China Railway and Telegraph Company (Limited).	Making and maintaining a railway and telegraph between Rangoon and China.	Not stated - - -	3 Oct. -	7	7	1,000	50	7	- ditto -	- ditto -	7	Dissolved.
2,841	Steam Engine Improvements Company (Limited).	Working and purchasing certain patents for improvements in steam-engines.	1, Victoria-street, Westminster, S. W.	3 Oct. -	7	15,495	160,000	16,000	15,495	- ditto -	- ditto -	7	Still in operation.
2,842	Land Mortgage, Bank of India (Credit Foncier Indien) (Limited).	Raising, investing, and lending money in the East Indies.	17, Change-alley, Cornhill, E. C.	5 Oct. -	8	3,700	2,000,000	100,000	3,700	- ditto -	- ditto -	8	- ditto.
2,843	Sardinian Mining Company (Limited).	Purchasing and working mines in Sardinia.	Not stated - - -	5 Oct. -	7	24	100,000	10,000	24	- ditto -	- ditto -	7	No longer in operation.
2,844	Gomersal Waterworks Company (Limited).	Providing the township of Gomersal with good soft water.	Holme, Lane-end, Gomersal, near Leeds.	6 Oct. -	12	221	5,000	1,000	221	- ditto -	- ditto -	12	Still in operation.
2,845	London Restaurant Company (Limited).	Carrying on, on an extended scale, a dining and refreshment establishment in London.	3, Finsbury Pavement, E. C.	6 Oct. -	7	135	50,000	10,000	135	- ditto -	- ditto -	7	- ditto.
2,846	Lime Ship-building Company (Limited).	Building, repairing, and outfitting ships and craft of all descriptions.	New-street, Lancaster -	6 Oct. -	8	400	30,000	6,000	400	- ditto -	- ditto -	8	- ditto.
2,847	London and Manchester Discount Company (Limited).	Lending money and discounting bills.	95, Gracechurch-street, E. C.	6 Oct. -	7	7	10,000	200	7	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,848	Ash, next Sandwich, Gaslight, Coal, and Coke Company (Limited).	Making and vending gas at Ash, next Sandwich, Kent.	Thomas T. Bushell, Ash, next Sandwich, Kent.	6 Oct.	9	73	2,000	400	73	No return	No return	9	Still in operation.
2,849	London Tavern Company (Limited).	Purchasing, leasing, and carrying on hotels in and near London.	123, Bishopgate-street, E. C.	7 Oct.	8	800	120,000	12,000	800	ditto	ditto	8	ditto.
2,850	Royal Naval and Military Banking Corporation (Limited).	Banking generally	9, Pall Mall, East	7 Oct.	7	7	1,000	10	7	ditto	ditto	7	ditto.
2,851	Cavendish Hotel Company, Eastbourne (Limited).	Erecting an hotel at Eastbourne, and carrying on business at same.	5, Walbrook, City	7 Oct.	7	14	70,000	7,000	14	ditto	ditto	7	ditto.
2,852	Rosebush Slate Company (Limited).	Purchasing and working certain mines and quarries situate at Maucclogog, Pembrokeshire.	48, Lombard-street, E.C.	8 Oct.	7	35	8,000	4,000	35	ditto	ditto	7	ditto.
2,853	Patent Pneumatic Loom Company (Limited).	Purchasing and working a patent for making improved looms.	3, Austin Friars, E. C.	8 Oct.	7	35	100,000	10,000	35	ditto	ditto	7	ditto.
2,854	Crosier Valley and Port Madoc Freehold Slate Company (Limited).	Purchasing and working certain slate quarries situate in Merionethshire.	1, Coleman-street Buildings, Moorgate-street, E. C.	8 Oct.	7	7	60,000	6,000	7	ditto	ditto	7	ditto.
2,855	Alexandria (Gallt-y-Fedw) Slate and Slab Quarry Company (Limited).	Working and further developing the Gallt-y-Fedw Quarry in Nantlle Valley, Carnarvonshire.	Not stated	8 Oct.	7	7	25,000	2,500	7	ditto	ditto	7	No longer in operation.
2,856	Norwegian Titanic Iron Company (Limited).	Purchasing and working certain collieries near Leeds, and certain iron mines in Norway, and manufacturing and selling iron.	4, Park-place, Leeds	8 Oct.	10	550	80,000	800	550	ditto	ditto	10	Still in operation.
2,857	British Indian Tea Company (Limited).	Purchasing and cultivating tea plantations in India.	6, Great Winchester-street, E. C.	10 Oct.	7	301	250,000	12,500	301	ditto	ditto	7	ditto.
2,858	Discount Corporation (Limited).	Discounting in all its branches	34, Abchurch-lane, E. C.	10 Oct.	7	254	2,000,000	20,000	254	ditto	ditto	7	ditto.
2,859	Bank of Mexico (Limited)	Banking in all its branches	Not stated	10 Oct.	7	7	1,000	50	7	ditto	ditto	7	No longer in operation.
2,860	Hull Exchange Company (Limited).	Purchasing a site for and erecting thereon an exchange and other offices at Hull.	20, High-street, Hull	10 Oct.	7	110	10,000	1,000	110	ditto	ditto	7	Still in operation.
2,861	British Columbian Gold Quartz Crushing Company (Limited).	Purchasing, working, and crushing ores from mines, quarries, &c., in British Columbia.	1, Crown Chambers, Threadneedle-street, E. C.	12 Oct.	7	35	100,000	20,000	35	ditto	ditto	7	ditto.
2,862	Ramsgate Hotel Company (Limited).	Purchasing and carrying on the Royal Albion Hotel at Ramsgate.	Not stated	12 Oct.	7	35	2,000	400	35	ditto	ditto	7	Not known.
2,863	Indisputable Fire Assurance Company (Limited).	Fire insurance	ditto	13 Oct.	7	7	2,000	100	7	ditto	ditto	7	ditto.
2,864	Newmarket Banking Company (Limited).	Banking	ditto	13 Oct.	7	7	2,000	100	7	ditto	ditto	7	ditto.

2,865	Cader Idris Slate and Slab Quarrying Company (Limited).	Purchasing and working slate quarries in the parish of Tayllyn, Merioneth, North Wales.	5, South-square, Grays-inn.	13 Oct. -	7	700	20,000	20,000	7	- ditto -	- ditto -	7	Still in operation.
2,866	British and Colonial Land Mortgage Bank (Limited).	Lending money on mortgage of land in Great Britain, &c.	4, Serjeant's-inn, E.C.	13 Oct. -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
2,867	Wilnecote Company (Limited)	Raising, getting, and selling iron stone, fire-clay, potter's clay, &c., and making and selling stoneware, earthenware, pottery, bricks, &c.	Wilnecote, Warwickshire, near Tamworth, Staffordshire.	14 Oct. -	7	403	60,000	600	403	- ditto -	- ditto -	7	- ditto.
2,868	Tamar, Kit Hill, and Callington Railway Company (Limited).	Constructing, working, or letting a railway on the River Tamar, in Cornwall.	32, Walbrook, E.C. -	14 Oct. -	7	7	1,000	100	7	- ditto -	- ditto -	7	- ditto.
2,869	New Waldberg Mining Company (Limited).	Mining operations generally in Prussia, England, or elsewhere.	Moorgate-street Chambers, Moorgate-street, E.C.	14 Oct. -	7	6,905	40,000	20,000	6,905	- ditto -	- ditto -	7	Supposed to be still in operation.
2,870	Grange Hotel Company (Limited).	Erecting and maintaining an hotel, &c., at Grange, in the parish of Cartmel, Lancashire, and carrying on the business of an hotel-keeper, &c.	5, Harrington - street, Liverpool.	14 Oct. -	7	170	20,000	1,000	170	- ditto -	- ditto -	7	- ditto.
2,871	New House Mining Company (Limited).	Mining for coal, ironstone, and other minerals.	Frodsham, Chester -	15 Oct. -	7	1,130	14,000	1,400	1,130	- ditto -	- ditto -	7	- ditto.
2,872	Croydon Literary and Scientific Institution (Limited).	Purchasing or leasing the Croydon Public Hall, or to purchase land in Croydon, and erect a hall thereon.	Croydon, Surrey - -	15 Oct. -	9	This is a Company limited by guarantee, and it has no capital divided into shares.						9	- ditto.
2,873	Bargoed Coal Company (Limited).	Mining for coal, iron, ore, fire-clay, and other minerals.	Not stated - - -	15 Oct. -	7	7	20,000	40	7	No return	No return -	7	- ditto.
2,874	Tal-y-drws Slate Company (Limited).	Quarrying and manufacturing slate for sale.	- ditto - - -	15 Oct. -	7	166	20,000	2,000	166	- ditto -	- ditto -	7	- ditto.
2,875	London and Provincial Cork Company (Limited).	Working a patent invention for improved machinery for the manufacture of corks.	11, Poultry, E.C. -	16 Oct. -	7	7	25,000	5,000	7	- ditto -	- ditto -	7	- ditto.
2,876	Chesterfield and Midland Colliery Finance Company (Limited).	Lending money on mortgage to the Chesterfield and Midland Silkstone Colliery Company (Limited), coal mining, manufacturing, and selling coke.	12, Copthall - court, Throgmorton-street.	16 Oct. -	7	7	15,000	1,500	7	- ditto -	- ditto -	7	- ditto.
2,877	Peninsula Company (Limited)	Purchasing, improving, irrigating, and selling lands in Spain.	2, East India Avenue, Leadenhall - street, E.C.	16 Oct. -	7	12	160,000	160	12	- ditto -	- ditto -	7	- ditto.
2,878	Great Bardfield Gaslight and Coke Company (Limited).	Making and selling gas and coke	Town Hall-street, Bradfield, Essex.	17 Oct. -	7	90	1,000	1,000	90	- ditto -	- ditto -	7	- ditto.
2,879	Troed-y-Rhiw Mining Company (Limited).	Working lead, copper, and other mines.	49, Grey-street, Newcastle-on-Tyne.	19 Oct. -	7	3,010	6,400	6,400	3,010	- ditto -	- ditto -	7	- ditto.
2,880	Imperial Iron Mining Company of Lercoul (Limited).	Raising, selling, and smelting iron, and other metalliferous ore in France.	Not stated - - -	19 Oct. -	7	7	25,000	2,500	7	- ditto -	- ditto -	7	- ditto.
2,881	Mostyn and North Wales Brewery Company (Limited).	Brewing of ale, stout, and porter, and selling same.	52, Lord-street, Liverpool.	19 Oct. -	8	250	20,000	10,000	250	- ditto -	- ditto -	8	- ditto.
2,882	Barrow Gas and Water Company (Limited).	Supplying Barrow, in Lancashire, with gas.	"Strand," Barrow - in - Furness, Lancashire.	20 Oct. -	7	125	20,000	2,000	125	- ditto -	- ditto -	7	- ditto.
2,883	London, Liverpool, and Manchester Discount Company (Limited).	Discounting bills, and dealing in exchanges, &c.	1, Crown Chambers, Threadneedle - street, E.C.	20 Oct. -	8	8	2,000	20	8	- ditto -	- ditto -	8	- ditto.
2,884	Leeds Economic Sanitary Company (Limited).	The sanitary improvement of the town of Leeds and other places, by removing refuse matter, and converting same into manure for sale.	18, Park-row, Leeds -	21 Oct. -	7	176	7,000	1,400	176	- ditto -	- ditto -	7	- ditto.

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No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
2,885	Newcastle, Antwerp, and Dunkirk Steam Shipping Company (Limited).	Conveying passengers and goods in ships and boats.	9, Broad Chambers, Newcastle-on-Tyne.	21 Oct.	7	195	10,000	500	195	No return	No return	7	Supposed to be still in operation.
2,886	Cannock District Gaslight Company (Limited).	Supplying gas to the Cannock district, in Staffordshire.	Not stated	21 Oct.	9	130	3,000	600	130	- ditto -	- ditto -	9	- ditto.
2,887	Railway Contract Company (Limited).	Making, maintaining, and working of railways.	18, King-street, Cheapside.	21 Oct.	7	7	50,000	2,000	7	- ditto -	- ditto -	7	- ditto.
2,888	Downton Hall Mining Company (Limited).	Mining in the parishes of Stanton, Lacy Hopton, Cangeford, and Bitterley, in Shropshire.	Not stated	22 Oct.	7	80	10,000	10,000	80	- ditto -	- ditto -	7	- ditto.
2,889	Machynlleth Gas Company (Limited).	Manufacturing and supplying gas to the town of Machynlleth, Montgomeryshire.	Pentrerhedyn-street, Machynlleth, Montgomeryshire.	22 Oct.	36	286	2,000	400	286	- ditto -	- ditto -	36	- ditto.
2,890	Staffordshire Joint Stock Bank (Limited).	Banking in all its branches and departments.	Bilston, Staffordshire	22 Oct.	12	2,500	1,000,000	10,000	2,500	- ditto -	- ditto -	12	- ditto.
2,891	Burnham United Gaslight and Coke Company (Limited).	Manufacturing and supplying Burnham with gas, &c.	Burnham, Bucks	22 Oct.	8	116	1,500	300	116	- ditto -	- ditto -	8	- ditto.
2,892	Victoria Thames Steam Packet Company (Limited).	Running fast steam packets on the Thames for the conveyance of passengers and goods, &c.	40, King-street, Cheapside.	24 Oct.	7	35	50,000	50,000	35	- ditto -	- ditto -	7	- ditto.
2,893	Breton Trading Company (Limited).	Purchasing and selling manufactured or unmanufactured goods or produce, and live and dead stock, &c.	Not stated	24 Oct.	7	82	5,000	500	82	- ditto -	- ditto -	7	- ditto.
2,894	Newport Dry Dock, Wood, and Iron Ship Building and Ship Repairing Company (Limited).	Acquiring and carrying on the shipbuilding business of Messrs. Willmott & Sons, at Newport, Monmouthshire.	Coy's Wharf, Newport, Monmouthshire.	26 Oct.	8	475	100,000	5,000	475	- ditto -	- ditto -	8	- ditto.
2,895	Table D'Hôte Company (Limited).	Instructing pupils in the proper and wholesome preparation and cookery of human food and aliment.	Not stated	28 Oct.	7	17	20,000	10,000	17	- ditto -	- ditto -	7	- ditto.
2,896	Levant Bank Corporation (Limited).	Banking in all its departments	- ditto	28 Oct.	7	7	600,000	6,000	7	- ditto -	- ditto -	7	- ditto.
2,897	National Steam Navigation Company (Limited).	Building sailing, or letting on hire, ships and vessels for profit, &c.	14, The Albany, Old Hall-street, Liverpool.	28 Oct.	7	700	2,000,000	20,000	700	- ditto -	- ditto -	7	- ditto.
2,898	West Surrey Gas Company (Limited).	Manufacturing and supplying Guildford and other places in Surrey with gas.	Not stated	29 Oct.	10	10	12,000	1,200	10	- ditto -	- ditto -	10	- ditto.
2,899	Liversedge Water Supply Company (Limited).	Supplying the inhabitants and owners and occupiers of property of Liversedge, Yorkshire, with water.	Flush, Liversedge, Yorkshire.	29 Oct.	24	155	2,000	2,000	155	- ditto -	- ditto -	24	- ditto.
2,900	Lytham Pier Company (Limited).	Erecting and maintaining a landing and promenade pier at Lytham, in the county of Lancaster.	Not stated	30 Oct.	9	295	6,000	1,200	295	- ditto -	- ditto -	9	- ditto.

2,901	Licensed Victuallers' Banking Company (Limited).	Banking in all its branches -	14, Tichborne-street, Regent-street.	30 Oct. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
2,902	English and Swedish Bank (Limited).	- - - ditto - - - -	1, Copthall-chambers, Throgmorton-street.	30 Oct. -	7	700	2,000,000	40,000	700	- ditto -	- ditto -	7	- ditto.
2,903	Land, Mortgage, and Improvement Company of Great Britain and Ireland (Limited).	Lending money on landed estate and securities based upon land.	Not stated - - -	31 Oct. -	7	35	2,000	100	35	- ditto -	- ditto -	7	- ditto.
2,904	British Standard Insurance Company (Limited).	Life and sickness assurance -	12, Commercial-buildings, Leeds.	31 Oct. -	7	334	20,000	400	334	- ditto -	- ditto -	7	- ditto.
2,905	Alexandra Insurance Company (Limited).	Marine and fire insurance and guaranteeing.	4, Queen-street-place, Cannon-street, Westminster, E. C.	31 Oct. -	7	127	1,000,000	20,000	127	- ditto -	- ditto -	7	- ditto.
2,906	North London Bank (Limited).	Banking in all its branches -	Not stated - - -	2 Nov. -	7	16	2,000	20	16	- ditto -	- ditto -	7	- ditto.
2,907	South London Bank (Limited).	- - - ditto - - - -	- ditto - - -	2 Nov. -	7	16	2,000	20	16	- ditto -	- ditto -	7	- ditto.
2,908	Merchant Banking Company of London (Limited).	- - - ditto - - - -	28, Cannon-street, E. C.	2 Nov. -	7	450	2,000,000	20,000	450	- ditto -	- ditto -	7	- ditto.
2,909	Ilfracombe Hotel Company (Limited).	Erecting an hotel at Ilfracombe, and carrying on business of hotel and tavern keepers.	87, High-street, Ilfracombe.	2 Nov. -	8	85	20,000	2,000	85	- ditto -	- ditto -	8	- ditto.
2,910	London Seed Company (Limited).	Dealing in seeds, plants, trees, agricultural implements, &c.	68, Welbeck-street, Cavendish-square, W.	2 Nov. -	7	524	30,000	3,000	524	- ditto -	- ditto -	7	- ditto.
2,911	Stansted Gas Company (Limited).	Manufacturing and selling gas -	Stansted, Essex - -	2 Nov. -	7	20	1,500	300	20	- ditto -	- ditto -	7	- ditto.
2,912	Chigwell and Woodford Bridge Gas Company (Limited).	Manufacturing and supplying gas to the parishes of Chigwell and Woodford Bridge, in Essex.	Chigwell, Essex - -	3 Nov. -	7	7	5,000	1,000	7	- ditto -	- ditto -	7	- ditto.
2,913	British Nation Fire Insurance Company (Limited).	Fire and marine insurance and guarantee.	316, Regent-street, Middlesex.	3 Nov. -	11	275	1,000,000	50,000	275	- ditto -	- ditto -	11	- ditto.
2,914	Whitby Waterworks Company (Limited).	Supplying the town of Whitby with water.	Flowergate, Whitby, Yorkshire.	3 Nov. -	8	205	20,000	2,000	205	- ditto -	- ditto -	8	- ditto.
2,915	London Joint-stock Tea Company (Limited).	Dealing in tea and coffee - -	37, Basinghall-street, E. C.	3 Nov. -	7	605	10,000	10,000	605	- ditto -	- ditto -	7	- ditto.
2,916	British Patent Hardware Company (Limited)..	Purchasing and working certain patented inventions for the manufacture of hardware.	1, Market-place, Manchester.	3 Nov. -	8	2,850	50,000	5,000	2,850	- ditto -	- ditto -	8	- ditto.
2,917	Grimwith Lead Mining Company (Limited).	Mining for lead and the minerals in the West Riding of Yorkshire.	Pateley Bridge, Yorkshire.	3 Nov. -	10	900	40,000	20,000	900	- ditto -	- ditto -	10	- ditto.
2,918	Kenyon Colliery Company (Limited).	Coal and other mining at Ruabon, Denbighshire.	9, Broad-street Buildings, E. C.	3 Nov. -	7	180	40,000	4,000	180	- ditto -	- ditto -	7	- ditto.
2,919	Public Chambers Company (Limited).	Erecting, letting, or selling chambers, offices, &c.	34, Cursitor-street, Chancery-lane.	4 Nov. -	8	90	10,000	100	90	- ditto -	- ditto -	8	- ditto.
2,920	Land Credit Company of England (Limited).	Lending money on the security of freehold, leasehold, and copyhold property.	Not stated - - -	4 Nov. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
2,921	Grand Cairo Hotel Company (Limited).	Erecting an hotel and necessary buildings at Cairo, and carrying on the business of an hotel and tavern keeper.	15, Old Jewry Chambers, E. C.	4 Nov. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
2,922	Australian Mortgage, Land, and Finance Company (Limited).	Lending money and dealing in property in the Australasian colonies.	Not stated - - -	5 Nov. -	7	1,200	1,000,000	500,000	1,200	- ditto -	- ditto -	7	- ditto.
2,923	International Steam Navigation Company (Limited).	Building and sailing ships for profit, and lending money on ships and cargoes.	- ditto - - -	5 Nov. -	7	7	1,000	50	7	- ditto -	- ditto -	7	- ditto.
2,924	Metropolitan Coal Consumers' Company (Limited).	Purchasing and working collieries, and supplying the company's members, and public generally, with coal.	85, Snow-hill, Skinner-street, E. C.	6 Nov. -	10	220	20,000	20,000	220	- ditto -	- ditto -	10	- ditto.

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No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
2,925	Seglenlas Mine Company (Limited).	Working the Seglenlas Mine, near Llanidloes, Montgomeryshire.	Not stated - - -	6 Nov. -	7	800	6,400	800	800	No return	No return -	7	Supposed to be still in operation.
2,926	Sevenoaks Gas Company (Limited).	Manufacturing and supplying Sevenoaks, in Kent, with gas.	Mr. G. How, builder, High-street, Sevenoaks.	6 Nov. -	11	143	10,000	1,000	143	- ditto -	- ditto -	11	- ditto.
2,927	Indian Tea Company of Darjeeling (Limited).	Cultivating tea, coffee, chinchona, &c. in India.	64, Moorgate - street Buildings, Moorgate-street, E.C.	11 Nov. -	7	7	60,000	6,000	7	- ditto -	- ditto -	7	- ditto.
2,928	Continental Railway Plant Company (Limited).	Manufacturing, lending, and dealing in every description of railway plant.	Not stated - - -	11 Nov. -	7	14	2,000	200	14	- ditto -	- ditto -	7	- ditto.
2,929	Mercantile Credit Association (Limited).	Lending money, and dealing in securities of all kinds.	- ditto - - -	11 Nov. -	9	2,700	2,000,000	50,000	2,700	- ditto -	- ditto -	9	- ditto.
2,930	Argoed Colliery Company (Limited).	Working mines and collieries situate at Argoed and Bristree, Flintshire.	20, Corn Exchange Chambers, Chester.	11 Nov. -	8	645	50,000	5,000	645	- ditto -	- ditto -	8	- ditto.
2,931	Bognor Promenade Pier Company (Limited).	Erecting a promenade and landing pier at Bognor, Sussex.	Not stated - - -	12 Nov. -	7	95	5,500	1,100	95	- ditto -	- ditto -	7	- ditto.
2,932	East Rhosesmor Mine Company (Limited).	Mining for lead and other minerals at Northop and Halkin, Flintshire.	East Rhosesmor Mine, Rhosesmor, Northop, Flintshire.	12 Nov. -	7	752	30,720	3,072	752	- ditto -	- ditto -	7	- ditto.
2,933	Knighton Hotel, Farmers' Club, and Market Company (Limited).	Erecting an hotel, &c. at Knighton, Radnorshire.	Knighton, Radnorshire	13 Nov. -	8	105	12,000	600	105	- ditto -	- ditto -	8	- ditto.
2,934	Clifton Hotel Company (Limited).	Erecting and carrying on an hotel at Clifton, in the city and county of Bristol.	Albion Chambers, Bristol.	13 Nov. -	7	240	40,000	4,000	240	- ditto	- ditto -	7	- ditto.
2,935	Manchester Villa and Cottage Association (Limited).	Buying and selling land, buildings, &c.	New Market - place, Market-street, Manchester.	13 Nov. -	7	110	50,000	5,000	110	- ditto -	- ditto -	7	- ditto.
2,936	Anglo-Australian and China Telegraph Company (Limited).	Establishing, maintaining, and working a telegraphic communication between the East Indies, Singapore, Java, Australia, and China.	16, Tokenhouse Yard, E.C.	16 Nov. -	11	220	2,250,000	112,500	220	- ditto -	- ditto -	11	- ditto.
2,937	College Mill Company (Limited)	Erecting and carrying on woollen mills at Gomersal, Birstal, Yorkshire.	Mr. W. Brunel, Victoria House, Birstal, Yorkshire.	16 Nov. -	22	120	12,000	240	120	14 - -	1,680 - -	22	- ditto.
2,938	Liverpool, West India and Pacific Steam Ship Company (Limited).	Carrying on the business of shipowners and merchants.	15, Water-street, Liverpool.	16 Nov. -	7	1,630	1,000,000	20,000	1,630	No return	No return -	7	Dissolved.
2,939	York Tanning and Currying Company (Limited).	Tanning and currying leather, and dealing in same.	71, Goodramgate, Yorkshire.	16 Nov. -	9	1,012	100,000	5,000	1,012	- ditto -	- ditto -	9	Supposed to be still in operation.
2,940	Banwell Gas and Coal Company (Limited).	Manufacturing and supplying Banwell, in Somerset, with gas.	Banwell, Somerset -	17 Nov. -	7	45	1,200	120	45	- ditto -	- ditto -	7	- ditto.

2,941	Cantango Banking Company (Limited).	Banking generally - - -	Not stated - - -	17 Nov. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
2,942	North East London Bank (Limited).	Every kind of banking - -	Not stated - - -	17 Nov. -	7	206	500,000	10,000	206	- ditto -	- ditto -	7	- ditto.
2,943	Thatchham Gas Light and Coke Company (Limited).	Manufacturing and supplying gas to the town of Thatcham, Berkshire.	Mr. Cave, solicitor, Market-place, Newbury, Berks.	18 Nov. -	8	40	1,200	240	40	- ditto -	- ditto -	8	- ditto.
2,944	Albert Cab Company (Limited).	Manufacturing, using, letting on hire, &c. a patent cab.	Not stated - - -	19 Nov. -	7	7	2,000	400	7	- ditto -	- ditto -	7	- ditto.
2,945	Scarborough Marine Promenade and Jetty Company (Limited).	Erecting and maintaining a pier at Scarborough.	18, Princes-street, Manchester.	19 Nov. -	7	45	25,000	1,250	45	- ditto -	- ditto -	7	- ditto.
2,946	Temple Pier Company (Limited)	Purchasing and using the already existing Temple Pier.	Temple Pier, Essex-street, Strand.	19 Nov. -	10	10	1,000	10	10	- ditto -	- ditto -	10	- ditto.
2,947	National Volunteer Hotel Company, Wimbledon (Limited).	Business of hotel keepers - -	64, Old Broad-street, E. C.	19 Nov. -	7	7	120,000	12,000	7	- ditto -	- ditto -	7	- ditto.
2,948	Metropolitan Traffic Relief Company (Limited).	Obtaining an Act for powers to make subterrancan streets.	43, Parliament-street, Westminster.	20 Nov. -	7	130	100,000	10,000	130	- ditto -	- ditto -	7	- ditto.
2,949	Masonic Union Company (Limited).	Erecting a hall or place of meeting for masonic purposes.	14, Bedford-row, W. C.	20 Nov. -	7	70	5,000	1,000	70	- ditto -	- ditto -	7	- ditto.
2,950	Brighton, Hove, and Shoreham Docks, and London Warehouse Company (Limited).	Constructing docks on the sea coast at or near Brighton, Sussex, &c.	Not stated - - -	20 Nov. -	8	8	2,000	1,000	8	- ditto -	- ditto -	8	- ditto.
2,951	Gloucestershire Rolling Mills and Iron Works Company (Limited).	Providing and working of iron works.	Not stated - - -	20 Nov. -	7	15	30,000	6,000	15	- ditto -	- ditto -	7	- ditto.
2,952	Bedford Hotel Company (Limited).	Purchasing and maintaining "The Bedford," and other hotels.	Bedford Hotel, Brighton	20 Nov. -	8	8	100,000	10,000	8	- ditto -	- ditto -	8	- ditto.
2,953	Anglesea Slate Company (Limited).	Mining and quarrying in all its branches.	16, Cannon-street, E. C.	20 Nov. -	7	1,580	20,000	4,000	1,580	- ditto -	- ditto -	7	- ditto.
2,954	Plym River Slab and Slate Company (Limited).	Quarrying for slate and stone in Devon and Cornwall.	6, Martin's-lane, Cannon-street.	21 Nov. -	7	7	60,000	10,000	7	- ditto -	- ditto -	7	- ditto.
2,955	North of England Railway Carriage and Iron Company (Limited).	Making, selling, or lending railway carriages, &c., and railway plant, &c.	104, Fishergate Within, Preston.	23 Nov. -	7	1,150	100,000	5,000	4,179	2 - -	7,668 - -	113	- ditto.
2,956	Trelogan Lead Mining Company (Limited).	Acquiring and working the Trelogan and other lead mines in Flintshire.	Carlton Building, Cooper-street, Manchester.	23 Nov. -	8	913	50,000	5,000	913	No return	No return -	8	- ditto.
2,957	West India and Pacific Steam Ship Company (Limited).	Purchasing, using, or letting on hire ships of every description.	15, Water-street, Liverpool.	23 Nov. -	7	1,130	1,000,000	20,000	1,130	- ditto -	- ditto -	7	- ditto.
2,958	National Provincial Aërated Bread Company (Limited).	Manufacturing and dealing in bread, biscuits, flour, &c.	82, Cheapside, London	25 Nov. -	7	7	250,000	25,000	7	- ditto -	- ditto -	7	- ditto.
2,959	London and Colonial Export Oil and Provision Company (Limited).	Purchasing and carrying on the export oil and provision business of Mr. W. O. Cameron.	12, Princes-street, Spitalfields.	25 Nov. -	7	80	25,000	5,000	80	- ditto -	- ditto -	7	- ditto.
2,960	Friendly Societies Hall Company (Limited).	Building and letting on hire to friendly societies a hall and office, &c.	Cutler-street, Ipswich, Suffolk.	25 Nov. -	12	163	5,000	5,000	168	- ditto -	- ditto -	12	- ditto.
2,961	London and Caledonian Marine Insurance Company (Limited).	Marine underwriting and insuring marine risks.	1, Cushion-court, Old Broad-street.	25 Nov. -	7	1,040	500,000	20,000	1,040	- ditto -	- ditto -	7	- ditto.
2,962	General Auction and Rent Guarantee Company (Limited).	Purchasing and carrying on an auction business.	Eccleston Hall, Elizabeth-street, Pimlico.	26 Nov. -	7	85	50,000	25,000	85	- ditto -	- ditto -	7	- ditto.
2,963	Land Securities Company (Limited).	Lending money on land securities	Not stated - - -	27 Nov. -	7	7	2,000	40	7	- ditto -	- ditto -	7	No longer in operation.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*$_d$.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(1.) Under the Companies Act, 1862—*continued.*												
2,964	City and Suburban Advance and Discount Company (Limited).	Lending money on mortgage, and discounting bills.	19, St. Martin's-le-Grand, E.C.	27 Nov. -	10	500	10,000	10,000	500	No return	No return -	10	Supposed to be still in operation.
2,965	Woking Gaslight and Coke Company (Limited).	Supplying Woking with gas -	Not stated - - -	27 Nov. -	7	12	1,500	30	12	- ditto -	- ditto -	7	- ditto.
2,966	Ty-Mawr Granite Company (Limited).	Slate quarrying in Carnarvonshire.	High-street, Baryor, Carnarvonshire.	30 Nov. -	7	105	10,000	2,000	360 1,395	5 - - 3 10 -	6,632 10 -	40	- ditto.
2,967	Manchester Railway Steel and Plant Company (Limited).	Ironfounders and manufacturers of railway plant.	19, Chancery-lane, or 104, King-street, Manchester.	30 Nov. -	7	850	100,000	5,000	850	No return	No return -	7	- ditto.
2,968	Portland Gaslight and Coke and Coal Company (Limited).	Manufacturing and supplying gas in the Island of Portland.	Portland Gas Works, The Mere, Portland, Dorset.	1 Dec. -	7	390	4,000	400	390	- ditto -	- ditto -	7	- ditto.
2,969	National Sanitary and Patent Pondiette Manure Company (Limited).	Manufacturing and selling manure.	Not stated - - -	1 Dec. -	7	610	50,000	50,000	610	- ditto -	- ditto -	7	ditto.
2,970	Staveley Main Coal Company (Limited), now called The Devonshire Silkstone Coal Company (Limited).	Taking and working coal and cannel mines.	Royal Exchange Arcade, Manchester.	1 Dec. -	8	190	30,000	3,000	190	- ditto -	- ditto -	8	- ditto.
2,971	Patent Incombustible Starch Company (Limited).	Purchasing and working a patent invention for preparing starch.	16, Gresham-street, E.C.	3 Dec. -	7	75	100,000	20,000	75	- ditto -	- ditto -	7	- ditto.
2,972	Coppy Hall Colliery Company (Limited).	Purchasing Coppy Hall and working same.	4, Allhallows Chambers, Ball-alley, Lombard-street, E.C.	3 Dec. -	7	19	25,000	5,000	19	- ditto -	- ditto -	7	- ditto.
2,973	Banking and Commission Association (Limited).	Banking generally, and dealing in all kinds of securities.	Not stated - - -	3 Dec. -	7	7	300,000	15,000	7	- ditto -	- ditto -	7	- ditto.
2,974	Faversham Cattle Market Company (Limited).	Establishing a market, and providing suitable buildings for same at Faversham.	20, West-street, Faversham.	3 Dec. -	8	76	2,500	250	76	- ditto -	- ditto -	8	- ditto.
2,975	London and Manchester Plate Glass Company (Limited).	The purchasing and carrying on the business of the London and Manchester Glass Company.	Sutton, near St. Helens, Lancaster.	4 Dec. -	7	3,080	116,955	7,797	3,080	- ditto -	- ditto -	7	- ditto.
2,976	North Conistan Copper Mining Company (Limited).	The purchasing, leasing, or otherwise holding copper and other mines in the counties of Lancaster, Cumberland, and elsewhere.	10A, King's Arms-yard, E.C.	4 Dec. -	7	2,360	12,000	12,000	2,360	- ditto -	- ditto -	7	- ditto.
2,977	Grand International Hotels Company (Limited).	To carry on the business of hotel and tavern-keepers, and wine and spirit merchants in Holland, Belgium, France, and elsewhere.	20, Cockspur-street, Charing Cross.	5 Dec. -	7	70	300,000	12,000	70	- ditto -	- ditto -	7	- ditto.

2,978	Lancaster Waggon Company (Limited)	Construction or repair and sale, or letting on hire of carriages, waggons, and other rolling stock, to be used on railways, tramways, highways, or other roads.	120, Church-street, Lancaster.	5 Dec. -	20	2,950	100,000	20,000	2,950	- ditto -	- ditto -	20	- ditto.
2,979	Householders' Mutual Colliery Association (Limited).	Purchasing and working the New Brompton Colliery, near Chesterfield.	1, Arthur-street West, London Bridge.	7 Dec. -	7	7	60,000	12,000	7	- ditto -	- ditto -	7	- ditto.
2,980	Anglo-Irish Peat and Charcoal Company (Limited).	Purchasing and working a patent invention for digging peat or turf, and burning same into charcoal.	22, Cooper-street, Manchester.	7 Dec. -	7	21	5,000	100	21	- ditto -	- ditto -	7	- ditto.
2,981	Bridlington Quay, Alexandra Hotel Company (Limited).	Purchasing land, and erecting an hotel thereon, at Bridlington Quay, Sewerby, Yorkshire.	Not stated - - -	7 Dec. -	7	180	10,000	1,000	180	- ditto -	- ditto -	7	- ditto.
2,982	Imperial Steam Navigation Company (Limited).	Purchasing or building ships, and trading with same.	2, Canute-road, Southampton.	8 Dec. -	7	7	1,000,000	20,000	7	- ditto -	- ditto -	7	- ditto.
2,983	Turkish Bath Company, Saint Leonards-on-Sea (Limited).	Erecting Turkish and other baths, at Saint Leonards-on-Sea.	Not stated - - -	8 Dec. -	13	21	3,000	120	21	- ditto -	- ditto -	13	- ditto.
2,984	English and Foreign Library Company (Limited).	Establishing and carrying on a public circulating library.	15, Old Broad-street, Middlesex.	8 Dec. -	7	40	100,000	10,000	40	- ditto -	- ditto -	7	- ditto.
2,985	Music Library Company (Limited).	Forming and carrying on a circulating library for music and musical literature.	17, Great George-street, Westminster.	8 Dec. -	7	97	30,000	6,000	97	- ditto -	- ditto -	7	- ditto.
2,986	Wrexham Colliery Company (Limited).	Working coal, cannel, ironstone, and clay mines, at Wrexham, Denbighshire.	Wrexham Colliery, Wrexham.	9 Dec. -	7	115	25,000	250	250	40 - -	10,000 - -	17	- ditto.
2,987	Llantinit Wallsend Colliery Company (Limited).	Acquiring and working the Gelynog Coal Field at Llantrissant, Glamorganshire.	6, Martin's-lane, Cannon-street.	9 Dec. -	8	115	50,000	5,000	115	No return	No return -	8	- ditto.
2,988	Malvern College Building Company (Limited).	Building houses, fives, and other courts and gymnasiums, &c., for the accommodation of the masters and pupils of the Malvern Proprietary College.	Henry Aldrith, Orwell Lodge, Great Malvern, Worcester Nil.	10 Dec. -	7	41	15,000	150	46	20 - -	Not stated -	11	- ditto.
2,989	Cwt-y-Bugail Slate Company (Limited)	Purchasing and working the Cwt-y-Bugail Slate Quarry at Festyniog, Carnarvonshire.	11, Penralt Villa, Upper Bagnor, Carnarvonshire.	10 Dec. -	7	125	50,000	1,000	125	No return	No return -	7	- ditto.
2,990	South London Tradesmen's Bank (Limited).	Banking generally - - -	Not stated - - -	10 Dec. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
2,991	London Wharfing and Warehousing Company (Limited).	Building and managing sufferance wharves and warehouses.	6, Mark-lane, London -	10 Dec. -	7	165	50,000	500	165	- ditto -	- ditto -	7	- ditto.
2,992	Brahmapootra Tea Company (Limited).	Purchasing and cultivating land in India, for the growth of tea.	6, Lime-street, City -	10 Dec. -	7	290	120,000	4,800	290	- ditto -	- ditto -	7	- ditto.
2,993	Torbay and South Devon Club Company (Limited).	Farming and carrying on a gentleman's club, in or near Torbay, Devon.	"Club," Beacon-terrace, Torquay.	11 Dec. -	8	72	5,000	1,000	72	- ditto -	- ditto -	8	- ditto.
2,994	Central Darjeeling Tea Company (Limited).	Purchasing and cultivating land in India, for the growth of tea.	6, Lime-street, E C. -	11 Dec. -	7	702	50,000	5,000	702	- ditto -	- ditto -	7	- ditto.
2,995	Liverpool and Garston Steel and Iron Company (Limited).	Forging, casting, and rolling of iron, and making steel.	King's-street, Garston, near Liverpool.	12 Dec. -	7	7	20,000	400	7	- ditto -	- ditto -	7	- ditto.
2,996	Trent and Humber Shipbuilding Company (Limited).	Shipbuilders - - - -	Gainsborough, Lincolnshire.	12 Dec. -	7	180	50,000	5,000	1,427	1 - -	1,372 - -	135	- ditto.
2,997	Beaconsfield Gas Company (Limited).	Manufacturing and supplying gas to the inhabitants of Beaconsfield, Bucks.	Beaconsfield, Bucks -	12 Dec. -	16	157	1,500	300	157	No return	No return -	16	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*conta.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1863:			£.			£. s. d.	£. s. d.		
2,998	Pontnewynydd Iron Works Company (Limited).	Purchasing and carrying on the iron works known as Pontnewynydd Forge, situate at Trevethin, in the county of Monmouth.	18, Norfolk-street, Strand.	15 Dec.	7	321	60,000	600	321	No return	No return	7	Supposed to be still in operation.
2,999	Dewsbury Hotel Company (Limited).	Erecting and carrying on an hotel at Dewsbury, Yorkshire.	Not stated	15 Dec.	7	205	10,000	2,000	205	ditto	ditto	7	ditto.
3,000	Nanteos Silver Lead Mining Company (Limited).	Working a mine at Laubadarnfaur, Cardiganshire, called the Nanteos Mine.	224 and 225, Gresham House, Old Broad-street.	15 Dec.	7	141	4,000	4,000	141	ditto	ditto	7	ditto.
3,001	Princess's Hotel, Gravesend (Limited).	Erecting and carrying on an hotel at Gravesend.	7, George-yard, Lombard-street.	15 Dec.	7	7	50,000	10,000	7	ditto	ditto	7	ditto.
3,002	Wiltshire Iron Company (Limited).	Purchasing and carrying on certain iron works and mines, &c., at Seend, Wiltshire.	28, Poultry, E.C.	17 Dec.	7	7	50,000	5,000	7	ditto	ditto	7	ditto.
3,003	Ilkeston Town Hall Company (Limited).	Erecting and furnishing a public hall, Ilkeston, Derby.	Market-street, Ilkeston	17 Dec.	7	32	1,500	300	32	ditto	ditto	7	ditto.
3,004	Maldon Loan Company (Limited).	Money-lending and bill discounting.	H. W. Crick, solicitor, Gate-street, Maldon.	17 Dec.	11	75	10,000	2,000	75	ditto	ditto	11	ditto.
3,005	London Chemical Company (Limited).	Making tartaric, citric, and oxalic acids, vitriol, and other chemicals and manures.	22, Great St. Helens, E.C.	18 Dec.	7	675	40,000	2,000	675	ditto	ditto	7	ditto.
3,006	Wantage Corn Exchange Company (Limited).	Building a corn exchange for the town of Wantage.	Town Hall, Wantage, Berks.	18 Dec.	8	80	2,500	500	80	ditto	ditto	8	ditto.
3,007	Muntz's Metal Company (Limited).	Acquiring and carrying on the French Walls Metal Works at Birmingham.	French Walls, Smethwick, Birmingham.	19 Dec.	9	920	600,000	30,000	920	ditto	ditto	9	ditto.
3,008	Burgundy Stone and Marble Quarries Company (Limited).	Purchasing and working the stone and marble at or near Aisey-sur-Seine, Caoté D'Or.	Not stated	19 Dec.	7	22	12,000	240	22	ditto	ditto	7	ditto.
3,009	South-Western Gas Company (Limited).	Making and selling gas	Salisbury-street, Blandford, Devon.	19 Dec.	9	115	20,000	2,000	115	ditto	ditto	9	ditto.
3,010	Seaton Gas and Coke Company (Limited).	Making and supplying the neighbourhood of Seaton, Devon, with gas.	Seaton, Devon	21 Dec.	7	255	1,000	1,000	255	ditto	ditto	7	ditto.
3,011	Wolsingham Gas Company (Limited).	Lighting the town of Wolsingham, Durham, with gas.	Wolsingham, Durham	21 Dec.	8	120	2,000	400	120	ditto	ditto	8	ditto.
3,012	Company of Accountants (Limited).	Every description of accountant's business.	26, Throgmorton-street, E.C.	21 Dec.	7	75	20,000	2,000	75	ditto	ditto	7	ditto.
3,013	London Bank of Scotland (Limited).	Banking in the United Kingdom	24, Old Jewry	22 Dec.	8	160	1,000,000	10,000	160	ditto	ditto	8	ditto.
3,014	National Rifle Volunteer Service Hotel and Club Chambers (Limited).	Acquiring land and erecting an hotel at Wimbledon.	2, Duke-street, Westminster.	22 Dec.	7	7	2,000	400	7	ditto	ditto	7	ditto.
3,015	Land Securities Company (Limited).	Lending money on land securities	Not stated	22 Dec.	11	11	2,000,000	40,000	11	ditto	ditto	11	ditto.
3,016	Theale Gas and Coke Company (Limited).	Lighting Theale, Berkshire, and neighbourhood with gas.	Bull Inn, Theale, Berks	22 Dec.	42	200	1,000	200	200	5	50	42	ditto.

3,017	British and Eastern Shipping Company.	Shipbuilders and shipowners -	10, Orange-court, Liverpool.	22 Dec. -	7	65	150,000	1,500	65	No return	No return -	7	- ditto.
3,018	Lundy Island Floating Breakwater Company (Limited).	Constructing a floating breakwater at Lundy Island.	Not stated - - -	23 Dec. -	7	7	2,000	400	7	- ditto -	- ditto -	7	- ditto.
3,019	London and North African Bank (Limited).	Every kind of banking and agency.	- ditto - - -	23 Dec. -	7	11	2,000	100	11	- ditto -	- ditto -	7	- ditto.
3,020	Val Toppa Gold Mining Company (Limited).	Purchasing and working mines in Italy.	9, Great St. Helens, City	24 Dec. -	7	65	60,000	600	65	- ditto -	- ditto -	7	- ditto.
3,021	General Malt Company (Limited).	Purchasing barley and malt, making and selling malt, &c.	23, Brunswick-street, Liverpool.	24 Dec. -	8	150	1,500	150	150	- ditto -	- ditto -	8	- ditto.
3,022	Hetton-le-Hole and Easington-lane Water Company (Limited).	Hetton-le-Hole and other places in the county of Durham, with water.	Hetton-le-Hole, Durham	28 Dec. -	11	11	3,000	3,000	11	- ditto -	- ditto -	11	- ditto.
3,023	Blandford Steam Flour Mill Company (Limited).	Making and dealing in flour -	Salisbury-street, Blandford, Dorset.	28 Dec. -	7	126	6,000	1,200	126	- ditto -	- ditto -	7	- ditto.
3,024	Brighton New Theatre Company.	Erecting a theatre at Brighton -	Not stated - - -	29 Dec. -	7	7	2,000	2,000	7	- ditto -	- ditto -	7	- ditto.
3,025	Alliance National Land Building and Investment Company (Limited).	Dealing in lands, buildings, &c., for profit.	156, Strand, W.C. -	29 Dec. -	7	175	100,000	10,000	175	- ditto -	- ditto -	7	- ditto.
3,026	Financial Corporation (Limited)	Undertaking financial operations generally.	14, Leadenhall-street, E.C.	29 Dec. -	7	7	3,000,000	30,000	7	- ditto -	- ditto -	7	- ditto.
3,027	Ytterön Mining Company (Limited).	Working mines in the Island of Ytterön, in Norway.	2, New Broad-street, E.C.	29 Dec. -	7	726	30,000	3,000	726	- ditto -	- ditto -	7	- ditto.
3,028	Staveley Coal and Iron Company (Limited).	Purchasing and working coal mines, &c., at Staveley, Derbyshire.	Staveley, Derbyshire -	29 Dec. -	7	1,100	600,000	6,000	1,100	- ditto -	- ditto -	7	- ditto.
3,029	Mauritius Land, Credit, and Agency Company (Limited).	Money-lending in Mauritius -	Not stated - - -	29 Dec. -	7	7	500	500	7	- ditto -	- ditto -	7	No longer in operation.
3,030	Heene Estate Land Company (Limited.	Purchasing and improving an estate near Worthing, Sussex.	27, Great George-street, Westminster.	30 Dec. -	11	14	35,000	14	14	- ditto -	- ditto -	11	Supposed to be still in operation.
3,031	East Kent Shipping Company (Limited).	Purchasing a ship or ships for carrying goods, &c., on freight.	170, Beech-street, Deal	30 Dec. -	11	63	3,000	300	63	- ditto -	- ditto -	11	- ditto.
3,032	Contractors' Company (Limited)	Purchasing and selling shares in La Vendee Railways Company, and entering into contracts for making the said railways.	5, Union-street, Birmingham.	30 Dec. -	9	93	150,000	300	93	- ditto -	- ditto -	9	- ditto.
3,033	Sharp, Stewart, and Company (Limited).	Acquiring and carrying on the business of Messrs. Sharp, Stewart & Co., engineers, &c., Manchester.	Atlas Works, 88, Great Bridgewater-street, Manchester.	31 Dec. -	8	530	400,000	4,000	3,500	100 - -	343,100 - -	60	- ditto.
3,034	London and New York Steamship Company (Limited).	The conveyance of passengers and goods between London and New York.	Not stated - - -	31 Dec. -	7	7	2,000	200	7	No return	No return -	7	- ditto.
3,035	Mauritius Land, Credit, and Agency Company (Limited).	Money-lending in the Mauritius -	25, Fenchurch-street, London.	31 Dec. -	7	35	250,000	12,500	35	- ditto -	- ditto -	7	- ditto.
3,036	Neipin Copper Mining Company (Limited).	Mining at Neipin, Arguntain of Wallasdrid, in the Province of Sugo Gallicia.	Not stated - - -	31 Dec. -	7	40	20,000	20,000	40	- ditto -	- ditto -	7	- ditto.
3,037	Farnborough Cottage Company (Limited).	Erecting cottages and dwellings at Farnborough, in the county of Hants.	18, New Bridge-street, Blackfriars.	31 Dec. -	7	7	20,000	400	7	- ditto -	- ditto -	7	- ditto.
3,038	Kinnaon and Oude Plantation Company (Limited).	The cultivation of tea, cinchona, silk, cotton, arrowroot, rhea, and fibres generally, in the Provinces of Kinnaon and Oude, or elsewhere, in India.	150, Leadenhall-street -	31 Dec. -	7	35	100,000	10,000	35	- ditto -	- ditto -	7	- ditto.
3,039	Brynpostig Mine (Limited) -	Mining at Brynpostig, situate in the parish of Llangwrig and Llandeloes, in the county of Montgomery.	Office of Samuel Harley, Kough, Swan-hill, Shrewsbury.	1864: 1 Jan. -	7	210	6,000	6,000	329	1 - -	275 - -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont'd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,040	Elchico Silver Mining Company (Limited).	Working certain mines, situate in the mineral lands of Elchico, in Mexico.	Not stated - - -	1 Jan. -	7	60	75,000	15,000	60	No return	No return -	7	Supposed to be still in operation.
3,041	Gloucose Sugar and Colouring Company (Limited).	The manufacture of gloucose, sugar, starch, gum, &c.	27, Moorgate-street, E.C.	1 Jan. -	8	40	75,000	7,500	40	- ditto -	- ditto -	8	- ditto.
3,042	Anglo-Italian Bank (Limited) -	Banking in Italy and elsewhere.	Not stated - - -	2 Jan. -	7	7	2,000	200	7	- ditto -	- ditto -	7	Dissolved.
3,043	Woolston, Itchen, and Bitterne Gas, Coal, and Coke Company (Limited).	Manufacture of gas, and carrying on the business of coal and coke merchants.	71, French-street, Southampton.	2 Jan. -	7	7	5,000	500	7	- ditto -	- ditto -	7	Supposed to be still in operation.
3,044	Vronheulog Slate Company (Limited).	Carrying on the business of miners and quarriers in all its branches at Vronheulog, Tale-ithin-isaf, and Caemawr, in the parish of Llanllyfni, Carnarvon.	14, South-square, Gray's Inn.	4 Jan. -	8	340	50,000	10,000	340	- ditto -	- ditto -	8	- ditto.
3,045	I-frydd Issa Slate Company (Limited).	Mining at I-frydd Issa, Beddgelert, Carnarvon.	Oswestry, Salop - -	5 Jan. -	7	270	10,000	1,000	270	- ditto -	- ditto -	7	- ditto.
3,046	Taw-y-graig Set Quarry Company (Limited).	Working the Taw-y-graig Set quarry, Clynog, Carnarvon.	Not stated - - -	5 Jan. -	7	265	5,000	1,000	265	- ditto -	- ditto -	7	- ditto.
3,047	Cwmsymlog United Silver Lead Mines Company (Limited).	Working the Cwmsymlog, and Cwn Darew Mines, in the county of Cardigan.	1, York-buildings, Adelphi.	5 Jan. -	7	7	50,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,048	Consolidated Discount Company (Limited).	Carrying on the usual business of bill discounters, financial agents, &c.	4, Abchurch-lane, E.C.	5 Jan.	8	800	1,000,000	20,000	800	- ditto -	- ditto -	8	- ditto.
3,049	Panulcillo Copper Company (Limited).	Purchasing and working the Panulcillo Mine, situate in the province of Ovalle, in Chili.	23, Great St. Helens -	5 Jan. -	7	700	200,000	50,000	700	- ditto -	- ditto -	7	- ditto.
3,050	Australian and Eastern Navigation Company (Limited).	Shipbuilders and shipowners -	1, North John-street, Liverpool.	6 Jan. -	8	80	2,000,000	40,000	80	- ditto -	- ditto -	8	- ditto.
3,051	Property Investment Company (Limited).	The advancing and investment of money on any security.	8, Lancaster-place, Strand.	6 Jan. -	7	140	40,000	800	140	- ditto -	- ditto -	7	- ditto.
3,052	Contract Corporation (Limited).	Carrying on the usual business of contractors.	Not stated - - -	6 Jan. -	7	1,150	2,000,000	20,000	1,150	- ditto -	- ditto -	7	- ditto.
3,053	Foresters' Investment and Advance Company (Limited).	Lending money - - -	- ditto - - -	6 Jan. -	8	46	2,000	200	46	- ditto -	- ditto -	8	- ditto.
3,054	Landowners, Lessees, and Occupiers Protection Association (Limited).	The obtaining of leases, &c., and the obtaining of compensation from railway companies when necessary.	90, Cannon-street, E.C.	6 Jan. -	7	36	10,000	1,000	36	- ditto -	- ditto -	7	- ditto.
3,055	Williams's Patent Mineral Charcoal, and Oil Company (Limited).	Making and selling mineral charcoal and oil.	Oak Alyn, near Wrexham.	8 Jan. -	7	50	15,000	150	50	- ditto -	- ditto -	7	- ditto.
3,056	London Mercantile Discount Company (Limited).	Lending money and discounting bills.	St. Michael's House, St. Michael's Alley, E.C.	8 Jan. -	7	35	500,000	10,000	35	- ditto -	- ditto -	7	- ditto.

3,057	Rossa Grande Gold Mining Company (Limited).	Purchasing and working the Rossa Grande Mines in Minas Geraes, Brazil.	182, Gresham House, Old Broad-street.	8 Jan. -	7	1,400	100,000	100,000	1,400	- ditto -	- ditto -	7	- ditto.
3,058	Chatwood's Patent Safe and Locks Company (Limited).	Manufacturing and selling metal safes and locks.	Not stated - - -	9 Jan. -	7	65	5,000	500	65	- ditto -	- ditto -	7	- ditto.
3,059	British and American Steam Navigation Company (Limited).	Purchasing, selling, hiring, letting on hire, and trading with ships and vessels.	48, Brown's-buildings, Liverpool.	9 Jan. -	7	700	2,000,000	20,000	700	- ditto -	- ditto -	7	- ditto.
3,060	British and Foreign Contract Company (Limited).	Carrying on the business of contractors.	44, Lincoln's Inn Fields	11 Jan. -	7	140	3,000,000	30,000	140	- ditto -	- ditto -	7	- ditto.
3,061	Bristol and English Channels Marine Insurance and Investment Company (Limited).	Marine Insurance and lending money.	Exchange-buildings, Bristol.	12 Jan. -	7	175	500,000	25,000	175	- ditto -	- ditto -	7	- ditto.
3,062	Liverpool Brickmaking Company (Limited).	Buying and selling land, and building on same.	Not stated - - -	12 Jan. -	8	500	50,000	5,000	500	- ditto -	- ditto -	8	- ditto.
3,063	Ripley Mechanics' Institute (Limited).	To provide a library, news-rooms, lectures, and improvement classes for the inhabitants of Ripley, and the neighbourhood.	Church-street, Ripley, near Derby.	13 Jan. -	18	57	300	300	57	- ditto -	- ditto -	18	- ditto.
3,064	English Life Assurance and Advance Company (Limited).	Life assurance - - - -	18, Queen-street, City of London.	13 Jan. -	8	1,600	100,000	100,000	1,600	- ditto -	- ditto -	8	- ditto.
3,065	British and Colonial Assurance and Investment Company (Limited).	Life assurance and investment -	10, Old Jewry Chambers	13 Jan. -	7	470	250,000	50,000	470	- ditto -	- ditto -	7	- ditto.
3,066	Anglo-Italian Bank (Limited)	The establishment of a bank to carry on business between England and Italy.	16, Leadenhall-street, City.	13 Jan. -	8	400	1,000,000	20,000	400	- ditto -	- ditto -	8	- ditto.
3,067	Albion Trading Company (Limited).	Trading generally - - -	4, Mansion House-place, E. C.	14 Jan. -	7	4,200	135,000	135,000	4,200	- ditto -	- ditto -	7	- ditto.
3,068	Aberystwith Foundry Company (Limited).	Purchasing the interest in and carrying on the business of the Cambrian Iron Foundry Company (Limited), at Aberystwith.	Works of the Company, Lewis-terrace, Aberystwith.	14 Jan. -	13	390	6,000	600	390	- ditto -	- ditto -	13	- ditto.
3,069	Financial Life Assurance and Guarantee Company (Limited).	Life Assurance and guaranteeing	Not stated - - -	16 Jan. -	7	225	2,000,000	40,000	225	- ditto -	- ditto -	7	Dissolved.
3,070	Fairbairn Engineering Company (Limited).	Iron and brass foundry, engineering, boiler making, &c.	21, Great Saint Helens, E.C.	16 Jan. -	8	8,880	250,000	25,000	8,880	- ditto -	- ditto -	8	Supposed to be still in operation.
3,071	London Biscuit Company (Limited).	Making and trading in biscuits, cakes, and bread.	7, St. John-street, Clerkenwell.	16 Jan. -	7	61	10,000	200	61	- ditto -	- ditto -	7	- ditto.
3,072	London, Italian, and Adriatic Steam Navigation Company (Limited).	Purchasing, &c., screw or sailing vessels, and employing same in conveying goods and passengers.	123, Fenchurch-street, E.C.	18 Jan. -	7	230	500,000	10,000	230	- ditto -	- ditto -	7	- ditto.
3,073	Uruguay Pastoral Association (Limited).	Purchasing and dealing in land, sheep, and cattle in Uruguay, South America.	11, King William-street, E. C.	18 Jan. -	7	325	84,000	840	325	- ditto -	- ditto -	7	- ditto.
3,074	Coed Madog Slate Company (Limited).	Purchasing, or taking on lease, and working slate quarries.	9, Great Saint Helens, Bishopsgate-street, E.C.	19 Jan. -	7	301	15,000	15,000	301	- ditto -	- ditto -	7	- ditto.
3,075	European Central Railway Company (Limited).	Construction of a railway or railways in Switzerland.	192, 194, 195, Gresham House, Old Broad-street.	20 Jan. -	7	35	700,000	35,000	35	- ditto -	- ditto -	7	- ditto.
3,076	Herefordshire and South Wales Agricultural, Manure, and Cattle Food Company (Limited).	Making, buying and selling artificial manure and cattle food.	Not stated - - -	20 Jan. -	7	100	10,000	1,000	100	- ditto -	- ditto -	7	- ditto.
3,077	Company of Zanzibar Traders (Limited).	Developing the resources of the Zanzibar Coasts, &c. by the means of legitimate commerce.	- ditto - - -	20 Jan. -	7	7	200,000	10,000	7	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,078	Oldham Commercial Company (Limited).	Cotton spinning and manufacturing.	Commercial Mill, Ashton-road, Oldham.	21 Jan.	8	10	5,000	25	10	No return	No return	8	Supposed to be still in operation.
3,079	South Eastern Banking Company (Limited).	Banking generally	12, Fenchurch-street, E.C.	21 Jan.	7	7	500,000	20,000	7	ditto	ditto	7	ditto.
3,080	Masonic and General Photographic Company (Limited).	Carrying on the business of photographers and artists.	50, Mark-lane, E.C.	21 Jan.	7	35	10,000	5,000	35	ditto	ditto	7	ditto.
3,081	Henley Building Company (Limited).	Erecting improved dwellings for artizans and the labouring classes.	Not stated	22 Jan.	7	85	10,000	1,000	85	ditto	ditto	7	ditto.
3,082	Bury Port Smelting Company (Limited).	Smelting zinc, lead, copper, and other ores.	ditto	22 Jan.	7	111	15,000	1,500	111	ditto	ditto	7	ditto.
3,083	Hull Ice Company (Limited)	Erecting ice houses and dealing in ice.	Kingston-upon-Hull	22 Jan.	9	29	1,500	150	29	ditto	ditto	9	ditto.
3,084	Aberdovey Slate Company (Limited).	Purchasing and working slate quarries at Bryn-yr-Eglwyns and Caentry-bedd, Merionethshire.	30, Pall Mall, Manchester.	23 Jan.	16	730	75,000	750	730	ditto	ditto	16	ditto.
3,085	Otea Copper Mining Company (Limited).	Purchasing and working the Otea Copper Mines in New Zealand.	8, Austin Friars, London	23 Jan.	7	525	50,000	25,000	525	ditto	ditto	7	ditto.
3,086	North Stafford Steel, Iron, and Coal Company (Limited).	Purchasing and working mines situate in the Grange and Dogcroft Estates near Burslem, Staffordshire.	4, Frederick's place, Old Jewry.	25 Jan.	8	8	200,000	10,000	8	ditto	ditto	8	ditto.
3,087	English, Irish, and Foreign Rolling Stock Company (Limited).	Making, buying, or hiring railway and other carriages, &c., and selling or letting same.	53, Moorgate-street, E.C.	26 Jan.	17	56	150,000	15,000	56	ditto	ditto	17	ditto.
3,088	South Devon Slab and Slate Quarry Company (Limited).	Working certain slate quarries at Ugborough, Devon.	21, Lincoln's-inn-fields	26 Jan.	7	7	15,000	3,000	7	ditto	ditto	7	ditto.
3,089	Prince of Wales Hotel Company, Upper Norwood (Limited).	The usual business of an hotel and club-house.	Not stated	26 Jan.	7	59	100,000	10,000	59	ditto	ditto	7	ditto.
3,090	Glamorgan Iron Ore Company (Limited).	Purchasing or leasing and working mines or quarries of ironstone, in Glamorganshire.	41, Lombard-street, E.C.	28 Jan.	7	13	40,000	8,000	13	ditto	ditto	7	ditto.
3,091	Whittington Gas Light and Coke Company (Limited).	Erecting and carrying on gasworks at Whittington, Derbyshire.	20 and 21, Wharf-road, City-road, E.C.	29 Jan.	7	340	4,000	400	300	10	3,000	7	ditto.
3,092	Haselmere (Surrey) Consumers Gas Light and Coke Company (Limited).	Establishing gas works at Haselmere, Surrey.	Not stated	29 Jan.	6	29	1,200	240	29	No return	No return	9	ditto,
3,093	Valencia Slate Slab Company (Limited).	Purchasing and working quarries in Valencia, county Kerry, Ireland.	Dowgate-hill Chambers, Cannon-street, E.C.	30 Jan.	7	535	50,000	5,000	535	ditto	ditto	7	ditto.
3,094	Travellers and General Indemnity Society (Limited).	Indemnifying travellers and others for personal injuries or death whilst travelling, and for detention, loss of, or injury to goods, &c.	Not stated	30 Jan.	7	7	10	10	7	ditto	ditto	7	ditto.

3,095	Harbury Railway Station and Town Gas Light and Coke Company (Limited).	Making and supplying the inhabitants of Harbury, Warwickshire with gas, and buying and selling coals.	Harbury, Warwickshire	30 Jan. -	11	11	1,500	1,500	11	- ditto -	- ditto -	11	- ditto.
3,096	Chobham Gas Company (Limited).	Making and supplying gas to the inhabitants of Chobham.	Not stated - - -	2 Feb. -	11	60	1,500	300	60	- ditto -	- ditto -	11	- ditto.
3,097	Tunbridge Wells Hotel Company (Limited).	Carrying on for gain, the business of hotel or tavern keepers.	17, Great George-street, Westminster.	2 Feb. -	7	205	50,000	5,000	205	- ditto -	- ditto -	7	- ditto.
3,098	West Bank Iron Company (Limited).	Manufacturing iron and steel -	Not stated - - -	3 Feb. -	7	130	60,000	600	130	- ditto -	- ditto -	7	- ditto.
3,099	British Copper Company (Limited).	Copper mining at the Eardiston Mine, Salop, the Cauldron Lowe Mine, Staffordshire, and the Loch Fyne Mine, in Argyleshire.	Queen - street - place, E.C.	3 Feb. -	7	7	100,000	20,000	7	- ditto -	- ditto -	7	- ditto.
3,100	Frontino and Bolivia South American Gold Mining Company (Limited).	Purchasing and working mines in New Granada, South America.	192, Gresham House, Old Broad street.	4 Feb. -	7	7	100,000	50,000	7	- ditto -	- ditto -	7	- ditto.
3,101	Northfleet Shipbuilding and Graving Docks Company (Limited).	To construct graving and floating docks, and to carry on the business of engineers, shipbuilders, &c.	Not stated - - -	5 Feb. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
3,102	Calne Flax Company (Limited)	Promoting the cultivation of flax, &c.	Calne, Wilts - -	4 Feb. -	7	405	6,000	600	405	- ditto -	- ditto -	7	- ditto.
3,103	Agricultural Steam Implement Company (Limited).	Purchasing and working various inventions connected with agricultural steam implements, &c.	23, Essex-street, Strand	5 Feb. -	7	7	100,000	20,000	7	- ditto -	- ditto -	7	- ditto.
3,104	Wallachian Petroleum Company (Limited).	Searching for, storing, shipping, refining, and dealing in earth, oil, &c.	66, Bishopsgate-street, E.C.	6 Feb. -	7	2,050	120,000	12,000	2,050	- ditto -	- ditto -	7	- ditto.
3,105	Scarborough Alexandra Hotel Company (Limited).	Purchasing certain premises at Scarborough, and converting same into an hotel, and carrying on same.	5, Elder-street, Scarborough, York.	6 Feb. -	7	300	14,000	2,800	300	- ditto -	- ditto -	7	- ditto.
3,106	New Passage Hotel Company (Limited).	Carrying on the business of an hotel, tavern, or refreshment rooms, at New Passage, Henbury, Gloucestershire, and elsewhere.	52, Queen-square, Bristol	6 Feb. -	7	187	20,000	2,000	187	- ditto -	- ditto -	7	- ditto.
3,107	Glan-i-Afon Slate Quarry Company (Limited).	Quarrying and preparing slate for sale.	Etnam - street, Leominster, Hereford.	6 Feb. -	7	655	15,000	15,000	655	- ditto -	- ditto -	7	- ditto.
3,108	Minerva Boundary and Lower Eisteddfod Mining Company (Limited).	Carrying on mining operations at Minera, Denbighshire.	Not stated - - -	6 Feb. -	7	1,794	3,000	3,000	1,794	- ditto -	- ditto -	7	- ditto.
3,109	Neath Baths Company (Limited).	Providing public baths at Neath, Glamorganshire.	Church - place, Neath, Glamorganshire.	6 Feb. -	7	37	1,000	200	37	- ditto -	- ditto -	7	- ditto.
3,110	Maritime Insurance Company (Limited).	All kinds of marine insurance -	16, Exchange-buildings, Liverpool.	8 Feb. -	7	350	1,000,000	100,000	350	- ditto -	- ditto -	7	- ditto.
3,111	Mexican Bank (Limited) -	Banking generally - - -	16, King William-street, E.C.	8 Feb. -	7	605	2,000,000	20,000	605	- ditto -	- ditto -	7	No longer in operation.
3,112	Lecture Hall Association (Limited).	Buying and improving Cambridge Hall, 14, Newman-street, Oxford-street, with a view to letting for gain.	14, Newman - street, Oxford-street.	8 Feb. -	7	530	10,000	10,000	530	- ditto -	- ditto -	7	Supposed to be still in operation.
3,113	National Mercantile Association (Limited).	Undertaking, &c. financial operations, as well as commercial and industrial operations.	12, Bucklersbury, E.C.	8 Feb. -	7	35	2,000	40	35	- ditto -	- ditto -	7	- ditto.
3,114	Tividale Company (Limited) -	Purchasing and carrying on the business of Messrs. J. H. Porter & Co., iron manufacturers.	7, St. Mildred's-court, Poultry.	8 Feb. -	7	525	80,000	4,000	525	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,115	City Mercantile Club and Dining Hall Company (Limited).	Erecting and maintaining a club-house and dining rooms in Cheapside.	24, Bucklersbury, E. C.	9 Feb.	8	8	80,000	8,000	8	No return	No return	8	Supposed to be still in operation.
3,116	Blackburn Hotel Company (Limited).	Carrying on an hotel at Blackburn.	Town Hall Buildings, Blackburn.	9 Feb.	7	590	8,000	1,600	590	- ditto -	- ditto -	7	- ditto.
3,117	Princes Risborough Gaslight and Coke Company (Limited).	Manufacturing and selling gas -	Not stated - - -	9 Feb.	8	63	1,250	250	63	- ditto -	- ditto -	8	- ditto.
3,118	Whitecross Wire Company (Limited).	Manufacturing and selling wire -	Whitecross Bank-quay, Warrington, Lancashire.	9 Feb.	8	500	5,000	500	500	- ditto -	- ditto -	8	- ditto.
3,119	Kingsclere Gaslight and Coke Company (Limited).	Manufacturing and supplying gas to the inhabitants of Kingsclere.	Not stated - - -	9 Feb.	7	35	1,200	240	35	- ditto -	- ditto -	7	- ditto.
3,120	Credit Foncier of Mauritius (Limited).	Raising a share capital &c., and investing and lending money at interest.	17, Change Alley, Cornhill.	10 Feb.	7	310	500,000	10,000	310	- ditto -	- ditto -	7	- ditto.
3,121	Great Eastern Steam Ship Company (Limited).	Purchasing the Great Eastern, and dealing with her as owners.	27, Albany, Old Hall-street, Liverpool.	10 Feb.	7	61	150,000	7,500	61	- ditto -	- ditto -	7	- ditto.
3,122	Franco-English Steam Navigation Company (Limited).	Building or otherwise acquiring and freighting or running steam or other ships, for the purpose of trading.	10½, Ironmonger-lane, E. C.	10 Feb.	7	105	200,000	2,000	105	- ditto -	- ditto -	7	- ditto.
3,123	Buenos Ayres Bonded Wharf and River Transit Company (Limited).	Acquisition of a concession "for the canalization and use of the Arroyo-del-Capitan," &c. &c.	27, Bucklersbury, E. C.	11 Feb.	7	7	300,000	15,000	7	- ditto -	- ditto -	7	- ditto.
3,124	Patent Shaft and Axletree Company (Limited).	Making and selling to railway companies, &c. railway axles, wheels, tyres, &c.	Wednesbury, Stafford -	11 Feb.	7	1,600	400,000	20,000	1,600	- ditto -	- ditto -	7	- ditto.
3,125	Mold Union Foundry Company (Limited).	Carrying on the business of iron-founders and moulders.	Mold, Flintshire - -	11 Feb.	7	30	800	80	30	- ditto -	- ditto -	7	- ditto.
3,126	Star Omnibus and Posting Company (Limited).	Conveying passengers, parcels, and goods in omnibus, carriages, cabs, and carts.	Milton-street, Nottingham.	11 Feb.	8	36	2,000	400	36	- ditto -	- ditto -	8	- ditto.
3,127	Greenwood and Company (Limited).	Obtaining and improving property, and lending money on security.	94, Cannon-street, City, E. C.	12 Feb.	10	100	20,000	200	100	- ditto -	- ditto -	10	- ditto.
3,128	Patent Cuero Guano Company (Limited).	Purchasing and carrying on a patent manure manufactory at Bermondsey, and selling artificial manures.	44, Mark-lane, E. C. -	12 Feb.	8	950	3,000	3,000	950	- ditto -	- ditto -	8	- ditto.
3,129	Birmingham Financial Company (Limited).	Lending money and undertaking every kind of financial operations.	56, Ann-street, Birmingham.	12 Feb.	9	1,300	500,000	25,000	1,300	- ditto -	- ditto -	9	- ditto.
3,130	Theological Review Company (Limited).	Owning and publishing a review, or journal of free theology and religious thought and life.	89, Market-street, Manchester.	12 Feb.	9	32	2,500	100	32	- ditto -	- ditto -	9	- ditto.

	(Limited).	Making and maintaining tramways in Holland and adjacent States.	16, Cannon-street, E.C.	13 Feb. -	7	130	200,000	20,000	130	- ditto -	- ditto -	7	- ditto.
3,132	British and Californian Banking Company (Limited).	Banking generally - - -	40, Broad-street Buildings.	13 Feb. -	7	350	2,000,000	40,000	350	- ditto -	- ditto -	7	- ditto.
3,133	Insurance Corporation of Great Britain (Limited).	Marine, fiire, and life insurance -	29, St. Swithin's-lane -	13 Feb. -	7	7	2,000	40	7	- ditto -	- ditto -	7	- ditto.
3,134	Coppa Oil Company (Limited)	Making oil or spirit from cannel or other coal, and vending same.	Coppa Oil Works, Padeswood, near Mold.	13 Feb. -	7	350	30,000	350	350	- ditto -	- ditto -	7	- ditto.
3,135	International Land Credit Company (Limited).	Advancing money on the security of land and immovable property.	7, Lothbury, E.C. -	13 Feb. -	8	8,000	8,000,000	400,000	8,000	- ditto -	- ditto -	7	- ditto.
3,136	Lizard Fishery Company (Limited).	Establishing fisheries on the coast of Cornwall.	Cadgwith Ruan Minor, Cornwall.	13 Feb. -	7	185	2,000	200	185	- ditto -	- ditto -	7	- ditto.
3,137	London Gas Meter Company (Limited).	Making gas meters and fittings -	30, Cornhill, E.C. -	13 Feb. -	7	35	100,000	10,000	35	- ditto -	- ditto -	7	- ditto.
3,138	Hornsea Gaslight and Coke Company (Limited)	Making and selling gas and coke at Hornsea, Yorkshire.	Not stated - - -	15 Feb. -	29	438	2,000	800	438	- ditto -	- ditto -	29	- ditto.
3,139	Clergy Club and Hotel Company (Limited).	Erecting and maintaining an hotel and club-house.	40, Parliament-street, Westminster.	15 Feb. -	8	110	100,000	10,000	110	- ditto -	- ditto -	8	- ditto.
3,140	St. Thomas Floating Dock Company (Limited).	Constructing and maintaining a floating dock at St. Thomas, West Indies.	62, Moorgate-street, E.C.	15 Feb. -	7	370	100,000	10,000	370	- ditto -	- ditto -	7	- ditto.
3,141	Knoweldon's Patent Steam and Hydraulic Engines Company (Limited).	Purchasing and working or disposing of certain patents granted to John Knoweldon.	1, Bishopsgate-street Within.	15 Feb. -	14	14	1,540	14	14	- ditto -	- ditto -	14	- ditto.
3,142	Mexican Bank (Limited); now called the London Bank of Mexico and South America (Limited).	Banking in Great Britain or elsewhere.	33, Cornhill, E.C. -	15 Feb. -	7	605	1,000,000	20,000	605	- ditto -	- ditto -	7	- ditto.
3,143	Cardiff Hotel Company (Limited).	Providing an hotel, &c. at Cardiff.	Trinity, Cardiff, Glamorgan.	15 Feb. -	16	160	15,000	600	160	- ditto -	- ditto -	16	- ditto.
3,144	South Wales Colliery Company (Limited).	Acquiring and working collieries in Monmouthshire.	16, Cannon-street, E.C.	15 Feb. -	7	305	200,000	8,000	305	- ditto -	- ditto -	7	- ditto.
3,145	Buckhurst-hill, Woodford, and Loughton Gas and Waterworks Company (Limited).	Making and supplying gas to the inhabitants of Buckhurst-hill, Woodford, and Loughton, &c.	Not stated - - -	16 Feb. -	7	75	3,000	300	75	- ditto -	- ditto -	7	- ditto.
3,146	Worthing Royal Sea House Hotel Company (Limited).	Conducting and carrying on the business of an hotel-keeper.	- ditto - - -	16 Feb. -	7	7	30,000	6,000	7	- ditto -	- ditto -	7	- ditto.
3,147	Whitchurch Steam-ploughing, Cultivatng, and Marshing Company (Limited).	To purchase, manufacture, and repair machinery and implements for agricultural and other purposes, and to let the same out to hire in the counties of Salop, Chester, and Flint, and elsewhere.	Whitchurch, Salop -	16 Feb. -	13	100	2,000	200	100	- ditto -	- ditto -	13	- ditto.
3,148	Presbyterian Press Company (Limited).	The purchase of the copyright of a weekly journal called the "Weekly Review," and the carrying on and publishing the same journal as a weekly newspaper.	Not stated - - -	16 Feb. -	7	105	5,000	200	105	- ditto -	- ditto -	7	- ditto.
3,149	Liverpool General Warehousing Company (Limited).	The business of warehouse-keepers at Liverpool.	- ditto - - -	18 Feb. -	7	350	250,000	25,000	350	- ditto -	- ditto -	7	- ditto.
3,150	Cumberland Consolidated Lead and Copper Mining Company (Limited).	Mining in Cumberland or elsewhere.	27, Bucklersbury, E.C.	19 Feb. -	7	7	60,000	12,000	7	- ditto -	- ditto -	7	- ditto.

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	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,151	Isle of Man Shipbuilding Company (Limited).	Purchasing the North Ramsey shipbuilding yard at Ramsey, Isle of Man, and carrying on the business of same.	Not stated - - -	19 Feb. -	7	215	100,000	20,000	215	No return	No return -	7	Supposed to be still in operation.
3,152	Stadil Fiord Reclamation Company (Limited).	The reclamation of lands in Denmark.	63, Lincoln's-inn Fields	20 Feb. -	9	327	120,000	6,000	327	- ditto -	- ditto -	9	- ditto.
3,153	Quellyn Slate Quarry Company (Limited).	Quarrying for slate in Llanwnda, Carnarvonshire.	20, Cow-green, Halifax, Yorkshire.	22 Feb. -	7	280	20,000	4,000	280	- ditto -	- ditto -	7	- ditto.
3,154	Hexham Corn Market and Public Buildings Company (Limited).	Erecting a corn exchange and public hall for meetings, &c.	Fore-street, Hexham, Northumberland.	22 Feb. -	66	682	8,000	1,600	682	- ditto -	- ditto -	66	- ditto.
3,155	Minera Western Boundary Mining Company (Limited).	Mining at Minera, in Denbighshire.	Not stated - - -	22 Feb. -	7	1,600	7,000	7,000	1,600	- ditto -	- ditto -	7	- ditto.
3,156	Saint Luke's Credit Company (Limited).	Lending money - - -	58, City-road, Middlesex	22 Feb. -	7	64	5,000	500	64	- ditto -	- ditto -	7	- ditto.
3,157	Bala Banking Company (Limited).	Banking in all its branches, in the county of Merioneth.	Tegid-street, Bala, Merioneth.	23 Feb. -	9	550	5,000	5,000	550	- ditto -	- ditto -	9	- ditto.
3,158	Lisbon Oil Mills Company (Limited).	Acquiring and working oil mills in Portugal and elsewhere.	31, Threadneedle-street, City.	23 Feb. -	7	170	100,000	10,000	170	- ditto -	- ditto -	7	- ditto.
3,159	Inventors' Association (Limited).	Erecting a patent office, library, reading, and exhibition rooms.	36 and 37, Cursitor-street, Chancery-lane.	23 Feb. -	10	540	10,000	1,000	540	- ditto -	- ditto -	10	- ditto.
3,160	Landed Estates Company (Limited).	Purchasing freehold estates, and improving, subdividing, and letting or building on same, &c.	40, Parliament-street, Westminster.	23 Feb. -	7	140	100,000	10,000	140	- ditto -	- ditto -	7	- ditto.
3,161	Credit Foncier (Limited) -	Lending money, &c. - - -	Not stated - - -	24 Feb. -	7	840	1,000,000	10,000	840	- ditto -	- ditto -	7	- ditto.
3,162	Bristol Indigo Blue and Black Lead Company (Limited).	Acquiring and working Airns's indigo blue, black lead, and paraffin match manufactory.	2, St. Stephen's-street, Bristol.	24 Feb. -	7	360	50,000	5,000	360	- ditto -	- ditto -	7	- ditto.
3,163	Estate Company (Limited) -	Purchasing lands, and improving same, lending money on mortgage, &c.	77, Gresham House, Old Broad-street.	24 Feb. -	8	400	1,000,000	2,500	400	- ditto -	- ditto -	8	- ditto.
3,164	Brighton Laundry Company (Limited).	Erecting and carrying on for gain laundries at Brighton and elsewhere.	57, Queen's-road, Brighton.	24 Feb. -	7	31	20,000	2,000	31	- ditto -	- ditto -	7	- ditto.
3,165	Coppy Hall Ironstone and Coal Company (Limited).	Working coal, ironstone, and clay mines in Staffordshire.	Hubbers-green, Aldridge, Staffordshire.	25 Feb. -	9	56	20,000	400	56	- ditto -	- ditto -	9	- ditto.
3,166	Ottoman Financial Association (Limited).	Employing capital in monied operations in the Ottoman Empire.	8, Finch-lane, Threadneedle-street, E.C.	25 Feb. -	7	100	1,000,000	20,000	100	- ditto -	- ditto -	7	- ditto.
3,167	Gellivara Company (Limited) -	Carrying on in Sweden the business of ironmasters and timber merchants.	11, New Broad-street, E.C.	25 Feb. -	7	70	500,000	10,000	70	- ditto -	- ditto -	7	- ditto.
3,168	Venallt Steam Coal Company (Limited).	Working coal and iron mines, and particularly the Venallt Mine at Lantwit-juxta-Neath, Glamorganshire.	25, Clement's-lane, E.C.	25 Feb. -	7	301	15,000	1,500	301	- ditto -	- ditto -	7	- ditto.
3,169	National Marine Insurance Company (Limited).	Marine insurance generally -	Not stated - - -	26 Feb. -	7	140	5,000	250	140	- ditto -	- ditto -	7	- ditto.

3,170	Financial Discount Company (Limited).	Money lending - - - -	2, Allhallows Chambers, Lombard-street.	27 Feb. -	7	35	300,000	6,000	35	- ditto -	- ditto -	7	- ditto.
3,171	Liverpool Financial Association (Limited).	Acquiring freehold land in Liverpool, improving same for gain, and dealing generally in all kinds of financial operations.	1, Exchange-buildings, Liverpool.	27 Feb. -	7	385	500,000	25,000	385	- ditto -	- ditto -	7	- ditto.
3,172	Adparand Llandyssil Brick Company (Limited).	Making bricks, tiles, and pipes at Adparand and Llandyssil, and elsewhere.	Adpar House, Newcastle; Emlyn Adpar, Cardiganshire.	29 Feb. -	7	16	2,000	200	16	5 - -	123 5 -	7	- ditto.
3,173	Clowance Wood Mining Company (Limited).	Searching for, raising, and selling copper, tin, and other ores.	Not stated - - -	29 Feb. -	7	225	15,000	3,000	255	No return	No return -	7	- ditto.
3,174	Indian and Oriental Steam Navigation Company (Limited).	Building, sailing, and managing ships and vessels for gain.	- ditto - - -	29 Feb. -	7	700	2,000,000	40,000	700	- ditto -	- ditto -	7	- ditto.
3,175	Credit Mobilier Company of London (Limited).	Lending money - - -	54, Threadneedle street, E.C.	29 Feb. -	7	700	50,000	5,000	700	- ditto -	- ditto -	7	- ditto.
3,176	Norwegian Copper Company (Limited).	Lead, silver, and copper mining, near Dammen, in Norway.	53, Moorgate - street, E.C.	29 Feb. -	7	40	100,000	50,000	40	- ditto -	- ditto -	7	- ditto.
3,177	United Merthys Collieries Company (Limited).	Acquiring and working important collieries in Glamorganshire.	27, Leadenhall - street, E.C.	29 Feb. -	7	7	120,000	6,000	7	- ditto -	- ditto -	7	- ditto.
3,178	Braich Goch Slate Quarry Company (Limited).	Slate quarrying in Merionethshire	63, King-street, Manchester.	29 Feb. -	7	160	40,000	800	160	- ditto -	- ditto -	7	- ditto.
3,179	Imperial Financial Company (Limited).	Negociating loans, contracts, and concessions of all descriptions.	21, Finch-lane, E.C. -	1 Mar. -	7	700	2,000,000	40,000	700	- d tto -	- ditto -	7	Dissolved.
3,180	Liverpool Adelphi Hotel Company (Limited).	Acquiring the Adelphi Hotel at Liverpool, and carrying on same.	1, Frederick's-place, Old Jewry, E.C.	2 Mar. -	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,181	Avon Mouth Hotel Company (Limited).	Constructing and maintaining an hotel and pleasure grounds near the Avon at Westbury, Gloucestershire.	2, St. Stephen's-street, Bristol.	2 Mar. -	8	690	10,000	2,000	690	- ditto -	- ditto -	8	Supposed to be still in operation.
3,182	Downs Hotel Company, Walmer (Limited).	Carrying on the business of hotel-keeping.	20, Queen street, Deal, Kent.	2 Mar. -	8	190	20,000	2,000	190	- ditto -	- ditto -	8	- ditto.
3,183	George Challis and Co.'s Banking Company (Limited).	Purchasing the good will and business of Messrs. George Challis and Co., of No. 69, Lombard-street.	69, Lombard-street -	2 Mar. -	7	320	20,000	2,000	320	- ditto -	- ditto -	7	- ditto.
3,184	Credit Mobilier (Limited) -	Aiding public and private enterprise in England, by carrying on any business usually transacted by a capitalist.	Not stated - - -	2 Mar. -	8	800	1,000,000	20,000	800	- ditto -	- ditto -	8	- ditto.
3,185	National Provincial Marine Insurance Company (Limited).	Marine underwriting or insuring marine risks.	Cowper's - court, Cornhill, E.C.	3 Mar. -	8	240	1,000,000	40,000	240	- ditto -	- ditto -	8	- ditto.
3,186	Thames, Mersey, and Humber Shipping Company (Limited).	Establishing and working of lines of steam and other vessels.	11, Chapel-walks, Manchester.	3 Mar. -	8	82	250,000	10,000	82	- ditto -	- ditto -	8	- ditto.
3,187	Gounessa Mining Company (Limited).	Acquiring and working mines at Gounessa, in Sardinia.	6, Queen - street - place (London).	3 Mar, -	8	1,610	25,000	5,000	1,610	- ditto -	- ditto -	8	- ditto.
3,188	Kentish Royal Hotel Company (Limited).	Acquiring and carrying on the business of one or more hotel or hotels.	Not stated - - -	3 Mar. -	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
3,189	Cleveland Iron Company (Limited).	Purchasing and working iron mines in the Cleveland District, North Riding of Yorkshire.	11, Waterloo - place, Pall Mall.	4 Mar. -	7	80	100,000	5,000	80	- ditto -	- ditto -	7	- ditto.
3,190	Manchester Patent Machine Belting and Hose Company (Limited).	Working a patent for improvements in the manufacture of driving belts and straps.	Hopefield Mill, Hall-street, Silk-street, Salford, Lancashire.	4 Mar. -	7	300	6,000	600	300	- ditto -	- ditto -	7	- ditto.
3,191	Wine Company of Liverpool (Limited).	Buying and selling wines, spirits, and liquors by wholesale.	Not stated - - -	5 Mar. -	7	95	20,000	2,000	95	- ditto -	- ditto -	7	- ditto.

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No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,192	London and Liverpool Hotel Company (Limited).	Purchasing and carrying on the the Washington Hotel at Liverpool, &c.	39, King-street, Cheapside, London.	7 Mar.	7	7	120,000	6,000	7	No return	No return	7	Supposed to be still in operation.
3,193	Joint Stock Companies Association (Limited).	Organizing, establishing, and bringing before the public joint stock companies.	31, Nicholas-lane, Lombard-street.	7 Mar.	7	95	50,000	10,000	95	- ditto -	- ditto -	7	- ditto.
3,194	Life Investment, Mortgage, and Assurance Company (Limited).	Life assurance generally, and lending money.	Not stated - - -	7 Mar.	7	700	500,000	100,000	700	- ditto -	- ditto -	7	- ditto.
3,195	Snowdon Slate Quarries Company (Limited).	Working and developing slate quarries at Beddelert, Carnarvonshire.	Not stated - - -	7 Mar.	7	420	42,000	420	420	- ditto -	- ditto -	7	- ditto.
3,196	Ierez Wine Shipping Company (Limited), now called the Xeres Wines Company (Limited).	Purchasing the commission agency for Spanish wines now carried on in England on behalf of and as agent to M. Ponce de Lion, of Ierez, and others.	3, Brabant-court, Philpot-lane.	8 Mar.	7	165	200,000	10,000	165	- ditto -	- ditto -	7	- ditto.
3,197	Bristol College Green Hotel Company (Limited).	Building and establishing an hotel at Bristol.	38, College-green, St. Augustine the Less, Bristol.	8 Mar.	7	320	40,000	4,000	320	- ditto -	- ditto -	7	- ditto.
3,198	London Paper Staining Company (Limited).	Making, colouring, staining, and printing of papers for covering walls.	Not stated - - -	9 Mar.	7	85	30,000	3,000	85	- ditto -	- ditto -	7	- ditto.
3,199	Club Buildings Company (Limited).	Erecting a working man's club in the neighbourhood of Birmingham Heath.	Winson-street, Cape, Birmingham.	9 Mar.	8	120	1,000	1,000	120	- ditto -	- ditto -	8	- ditto.
3,200	Umzinto Plantation and Trading Company of Natal (Limited).	Cultivating sugar, coffee, tea, cotton, and other products at Natal.	Not stated - - -	9 Mar.	7	35	125,000	5,000	35	- ditto -	- ditto -	7	- ditto.
3,201	British Colonial Steam Ship Company (Limited).	Building, purchasing, chartering, hiring, sailing and managing, re-selling or letting out to hire ships or vessels.	3, White Lion-court, Cornhill.	10 Mar.	7	290	250,000	5,000	290	- ditto -	- ditto -	7	- ditto.
3,202	London Cooking Depôt Company (Limited).	To forming and carrying on the business of an hotel and tavern keeper's, vintner's, and eating-house keeper.	Not stated - - -	10 Mar.	8	366	50,000	50,000	366	- ditto -	- ditto -	8	- ditto.
3,203	Lemberg Czernowitz Railway Company (Limited).	Forming a société anonyme in Austria for making a railway from Lemberg to Czernowitz, in Galicia.	Not stated - - -	10 Mar.	7	7	1,250,000	62,500	7	- ditto -	- ditto -	7	- ditto.
3,204	Central Argentine Railway Company (Limited).	Acquiring a concession from the Government of the Argentine Republic to construct a railway from Rosario to Cordova, in the province of Santa Fé, in the Argentine Republic.	Not stated - - -	10 Mar.	7	350	1,600,000	80,000	350	- ditto -	- ditto -	7	- ditto.
3,205	Newcastle and County Loan and Discount Company (Limited).	Lending money and discounting bills.	5, Westgate, Newcastle-on-Tyne.	11 Mar.	7	146	75,000	3,000	146	- ditto -	- ditto -	7	- ditto.

3,206	Warrant Banking Company (Limited), now called the Warrant Finance Company (Limited).	Raising a share capital, and investing same at interest, on the security of merchandise securities, or indicia of property of every kind.	23, Old Broad-street, City.	11 Mar. -	7	125	2,000,000	40,000	125	- ditto -	- ditto -	7	- ditto.
3,207	Patent Carriage Company (Limited).	Building carts and carriages, and selling and letting same.	Not stated - - -	11 Mar. -	7	79	100,000	10,000	79	- ditto -	- ditto -	7	- ditto.
3,208	Imperial Financial Company (Limited).	Negociating loans of all descriptions.	21, Finch-lane, E.C. -	12 Mar. -	7	700	5,000,000	100,000	700	- ditto -	- ditto -	7	- ditto.
3,209	Fore-street Warehouse Company (Limited),	Establishing, purchasing, and carrying on the trade of wholesale warehouseman.	Not stated - - -	14 Mar. -	7	7	2,000	100	7	- ditto -	- ditto -	7	Dissolved.
3,210	Liverpool Gymnasium Company (Limited).	Purchasing freehold land in Liverpool for the erecting of a gymnasium.	- ditto - - -	14 Mar. -	7	70	10,000	1,000	70	- ditto -	- ditto -	7	Supposed to be still in operation.
3,211	Credit Corporation of British India (Limited).	Introducing *bonâ fide* and valuable industrial and commercial enterprises connected with India.	- ditto - - -	14 Mar. -	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
3,212	Horsley Hope Mining Company (Limited).	Prosecuting mining operations in Great Britain.	- ditto - - -	15 Mar. -	7	2,900	12,000	12,000	2,900	- ditto -	- ditto -	7	- ditto.
3,213	British Columbia and Vancouver Island Investment Company (Limited).	Raising a share capital, and investing same by lending money on the security of property in British Columbia.	- ditto - - -	15 Mar. -	7	280	500,000	10,000	280	- ditto -	- ditto -	7	- ditto.
3,214	Isle of Man Slate Quarry and Gold Mining Company (Limited).	Working and developing slate quarries in the Isle of Man.	Market Chambers, Market - square, Shrewsbury.	16 Mar. -	9	42,700	160,000	160,000	42,700	- ditto -	- ditto -	9	- ditto.
3,215	Commercial Mutual Protection Aid and Registration Society (Limited).	Protecting mercantile traders from bad debts and losses.	Not stated - - -	16 Mar. -	9	24	10,000	2,000	24	- ditto -	- ditto -	9	- ditto.
3,216	Llandudno Clarendon Hotel Company (Limited).	Purchasing land at Llandudno, and erecting an hotel therein.	Not stated - - -	16 Mar. -	7	47	30,000	3,000	47	- ditto -	- ditto -	7	- ditto.
3,217	Silkstone Coke Company (Limited)	Purchasing coal and manufacturing coke therefrom.	11, St. James-row, Sheffield.	16 Mar. -	7	570	10,000	2,000	570	- ditto -	- ditto -	7	- ditto.
3,218	Newmarket Hotels Company (Limited).	To carry on the business of hotels, &c.	Not stated - - -	16 Mar. -	7	7	2,000	200	7	- ditto -	- ditto -	7	Dissolved.
3,219	Blackpool Association (Limited).	To carry on the business of lodging-house and hotel keepers, &c.	53, Victoria-street, Westminster.	16 Mar. -	7	7	50,000	5,000	7	- ditto -	- ditto -	7	Supposed to be still in operation.
3,220	London Commercial Hotel Company (Limited).	To form and carry on the business of an hotel and tavern keeper.	Not stated - - -	17 Mar. -	7	7	5,000	500	7	- ditto -	- ditto -	7	- ditto.
3,221	City Offices Company (Limited).	Acquiring certain premises in the City of London, and re-letting same, &c.	Not stated - - -	17 Mar. -	7	550	1,000,000	20,000	550	- ditto -	- ditto -	7	- ditto.
3,222	Lloyds' Tyne Public Chain and Anchor Testing Company (Limited).	Testing, moving, and examining the strength and soundness of chains, cables, anchors, &c.	Custom House, Chamber's Quay, Newcastle-on-Tyne.	17 Mar. -	8	215	5,000	500	215	- ditto -	- ditto -	8	- ditto.
3,223	Billingborough and Horbling Gas Company (Limited).	Manufacturing gas, and lighting the villages of Billingborough and Horbling, Lincolnshire, with same.	Not stated - - -	17 Mar. -	11	90	2,000	200	90	- ditto -	- ditto -	11	- ditto.
3,224	Kirkby Stephen Gas Company (Limited).	Supplying Kirkby Stephen, in Westmoreland, with gas.	Not stated - - -	18 Mar. -	9	160	2,000	400	160	- ditto -	- ditto -	9	- ditto.
3,225	General Auction Estate and Monetary Company (Limited).	Disposing of estates, &c., furniture, stock in trade, and all other description of property, by public auction or private contract.	117, Powis-street, Woolwich.	18 Mar. -	11	305	20,000	1,000	305	- ditto -	- ditto -	11	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
3,226	St. Bees Gas Company (Limited).	Supplying the village of St. Bees with gas.	News-room-street, Bees, Cumberland.	18 Mar.	7	65	1,500	300	65	No return	No return	7	Supposed to be still in operation.
3,227	Northern Financial Company (Limited).	Purchasing land, improving and selling, or otherwise disposing of same with a view to profit.	Not stated	18 Mar.	7	110	100,000	10,000	110	ditto	ditto	7	ditto.
3,228	Nottingham Mills Company (Limited).	Acquiring and carrying on mills, certain premises called Fothergoll's mills, in Nottingham.	1, Arthur-street, West, London.	18 Mar.	7	193	60,000	3,000	193	ditto	ditto	7	ditto.
3,229	Henfield Gas and Coke Company (Limited).	Lighting the town of Henfield and neighbourhood with gas.	Henfield, Sussex	18 Mar.	7	85	2,000	400	85	ditto	ditto	7	ditto.
3,230	Alliance Credit Finance Company (Limited).	Raising money by a share capital, and investing same at interest.	Not stated	19 Mar.	7	7	1,000	100	7	ditto	ditto	7	ditto.
3,231	Bradford Old Bank (Limited)	Transacting every kind of banking business.	24, Kirkgate, Bradford, Yorkshire.	19 Mar.	7	1,050	1,000,000	20,000	1,050	ditto	ditto	7	ditto.
3,232	Thames Iron Works Ship Building, Engineering, and Dry Dock Company (Limited).	Acquiring the good will, lands, stock, &c., of the Thames Iron Works, and Ship Building Company, Limited, and extending and carrying on the business of that Company.	Not stated	19 Mar.	7	630	500,000	5,000	630	ditto	ditto	7	ditto.
3,233	Metropolitan Music Hall Company (Limited).	Forming and carrying on the business of a keeper of a tavern, restaurant, and music hall.	8, Southampton-street, Bloomsbury.	19 Mar.	7	92	30,000	6,000	92	ditto	ditto	7	ditto.
3,234	Turke Quarries Slate and Slab Company (Limited).	Acquiring and working the Turke and Brynarthur quarries, in Pembrokeshire.	15, King-street, Cheapside.	19 Mar.	7	166	10,000	5,000	166	ditto	ditto	7	ditto.
3,235	North Australian Company (Limited).	Providing a medium of communication between the governments, &c., in Australia, and capitalist, &c., in the United Kingdom, &c.	4, Adams-court, Old Broad-street, E.C.	21 Mar.	7	520	200,000	20,000	520	ditto	ditto	7	ditto.
3,236	Dutch Tramway Company (Limited.)	Making, maintaining, working, selling, or letting tramways in Holland.	16, Cannon-street	21 Mar.	7	105	50,000	5,000	105	ditto	ditto	7	ditto.
3,237	Borough of Marylebone Newspaper Company (Limited).	Publishing a newspaper to represent the interest of the ratepayers of Marylebone.	24, Grove-place, Lisson Grove, Marylebone.	21 Mar.	7	50	1,000	1,000	50	ditto	ditto	7	ditto.
3,238	Dorset County School Company (Limited).	Founding and maintaining a boys' school in Dorset.	55, High-street, Dorchester.	21 Mar.	8	29	10,000	800	29	ditto	ditto	8	ditto.
3,239	Rhos-Llantwit Coal Company (Limited).	Working of coal and other mines in the county of Glamorgan.	46, Lime-street, E.C.	21 Mar.	9	480	24,000	480	480	ditto	ditto	9	ditto.
3,240	General Finance, Mortgage, and Discount Company (Limited).	Lending money on the security of lands, houses, machinery, plant, &c.	21, Northampton-square, Clerkenwell.	21 Mar.	10	1,000	100,000	10,000	1,000	ditto	ditto	10	ditto.

	(Limited).	lending money, &c.										
3,242	English and Foreign Joint Stock Timber Company (Limited).	Buying and selling English and foreign timber.	23, Great Tower-street, City.	21 Mar. -	7	42	5,000	5,000	42	- ditto -	- ditto -	7	- ditto.
3,243	British Ottoman and Black Sea Steam Navigation Company (Limited).	Establishing a direct and regular communication by auxiliary screw clippers between England and Turkey and the Black Sea.	Not stated - - -	21 Mar. -	7	11	1,000	50	11	- ditto -	- ditto -	7	- ditto.
3,244	Great Grimsby Co-operative Building Company (Limited).	Building, buying, letting, and selling houses, and other buildings.	- ditto - - -	22 Mar. -	7	56	10,000	1,000	56	- ditto -	- ditto -	7	- ditto.
3,245	Pont-y-Pridds Merthyr Colliery (Limited).	Purchasing the lease of certain mines in the parish of Lantwit Fardre, Glamorganshire.	26, Parliament-street, London.	22 Mar. -	7	200	4,000	200	200	- ditto -	- ditto -	7	- ditto.
3,246	Astley and Tyldesley Coal and Salt Company (Limited).	Carrying on the business of coal and salt miners and merchants, &c.	63, Dale-street, Manchester.	23 Mar. -	9	740	130,000	1,300	740	- ditto -	- ditto -	9	- ditto.
3,247	Sugar Refining Company (Limited).	Purchasing, refining, manufacturing, selling, and dealing in sugar in London and elsewhere.	21, Mincing-lane, E. C.	23 Mar. -	7	215	200,000	10,000	215	- ditto -	- ditto -	7	- ditto.
3,248	North Bierley Waterworks Company (Limited).	Collecting, raising, and storing water in North Bierley, Yorkshire, and selling such and supplying same to the purchasers thereof.	Websley, North Bierley, Bradford, Yorks.	23 Mar. -	21	2,070	10,000	10,000	2,070	- ditto -	- ditto -	21	Still in operation.
3,249	Stansted Mountfitchet Gas Company (Limited).	Manufacturing, supplying, and selling gas and coke at Stansted Mountfitchet, Essex.	Stansted Mountfitchet, Essex.	23 Mar. -	7	150	1,500	300	150	- ditto -	- ditto -	7	- ditto.
3,250	London Steam Navigation Company (Limited).	Purchasing, chartering, building, or otherwise acquiring screw or other steam vessels, and employing same in the conveyance of passengers and goods.	44, Coal Exchange, E.C.	23 Mar. -	7	500	250,000	2,500	500	- ditto -	- ditto -	7	- ditto.
3,251	Albion Bank (Limited) - -	Every kind of bank business -	16, West Smithfield, E.C.	23 Mar. -	7	45	1,000,000	20,000	45	- ditto -	- ditto -	7	- ditto.
3,252	Queensland Sheep Investment Company (Limited).	To rent, lease, buy, hold, sell, exchange, or otherwise dispose of lands and live stock in Queensland.	25, Old Broad - street, E.C.	23 Mar. -	7	7	400,000	10,000	7	- ditto -	- ditto -	7	Supposed to be still in operation.
3,253	Limited Liability Journal Company (Limited).	Printing, publishing, and carrying on an existing newspaper.	Not stated - - -	23 Mar. -	7	7	10,000	2,000	7	- ditto -	- ditto -	7	- ditto.
3,254	North Western Bank (Limited)	Banking in all its branches -	4, Dale-street, Liverpool.	24 Mar. -	7	70	2,000,000	100,000	70	- ditto -	- ditto -	7	- ditto.
3,255	Droitwich Tanning Company (Limited).	Carrying on a tannery at Droitwich.	Chapel Bridge, St. Peter, Droitwich.	24 Mar. -	15	330	10,000	1,000	15	- ditto -	- ditto -	15	- ditto.
3,256	British and South American Steam Navigation Company (Limited).	Building, chartering, fitting, and sailing, &c. ships or vessels, and carrying or conveying goods, &c. by sea and land.	3, East India Avenue, Leadenhall - street, London.	24 Mar. -	7	145	1,000,000	50,000	145	- ditto -	- ditto -	7	- ditto.
3,257	National Financial Company (Limited).	Transacting every kind of financial business connected with land.	12, King's Arms-yard, Moorgate-street.	24 Mar. -	7	35	500,000	10,000	35	- ditto -	- ditto -	7	- ditto.
3,258	Fore-street Warehouse Company (Limited).	Carrying on the business of a wholesale warehouseman.	9, Mincing-lane, City -	24 Mar. -	7	3,500	600,000	30,000	3,500	- ditto -	- ditto -	7	- ditto.
3,259	Minera Coal and Iron Company (Limited).	Searching for, digging, sinking shafts for mining, and selling coal and iron.	Etnam-street, Leominster.	26 Mar. -	7	500	2,500	2,500	500	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
3,260	Herm Granite Company (Limited).	Quarrying, purchasing, and manufacturing, transporting, and selling stone or granite.	Not stated - - -	26 Mar. -	7	160	30,000	3,000	160	No return	No return -	7	Supposed to be still in operation.
3,261	Sablonière Foreign Hotel Company (Limited).	Purchasing the Sablonière Hotel, Leicester-square.	15, George-street, Mansion House, E.C.	26 Mar. -	7	95	100,000	5,000	95	- ditto -	- ditto -	7	- ditto.
3,262	Owen's Patent Wheel Tire and Axle Company (Limited).	Acquiring the Phœnix Railway Tire and Axle Works at Rotherham.	Not stated - - -	26 Mar. -	7	4,250	150,000	15,000	4,250	- ditto -	- ditto -	7	- ditto.
3,263	Port Augusta and Northern Railway Company of South Australia (Limited).	Constructing and maintaining a railway from Port Augusta into the northern district "to a place there, not less than 100 miles from the said port."	1, Charlotte-row, Mansion House.	28 Mar. -	7	350	300,000	60,000	350	- ditto -	- ditto -	7	- ditto.
3,264	Bagillt Smelting Company (Limited).	Carrying on the Upper Smelting Works at Bagillt, in Flintshire.	57, King-street, Manchester.	28 Mar. -	7	62	30,000	60	62	- ditto -	- ditto -	7	- ditto.
3,265	District Gaslight Company (Limited).	Supplying gaslight to towns and villages in the counties of Stafford, Salop, and Worcester, and elsewhere.	Exchange Building, Exchange-street, Wolverhampton.	28 Mar. -	9	550	15,000	3,000	550	- ditto -	- ditto -	9	- ditto.
3,266	West Worthing Investment Company (Limited).	Acquiring lands, &c. at Heem, Sussex, improving same, and then selling or letting same.	27, Great George-street, Westminster.	29 Mar. -	7	250	250,000	10,000	250	- ditto -	- ditto -	7	- ditto.
3,267	International Racecourse Society (Limited).	Purchasing, leasing, selling, or disposing of grants and concessions of racecourses in Great Britain, or any Continental State.	66, Paternoster-row, E.C.	29 Mar. -	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,268	Gresham Finance and Discount Company (Limited).	Advancing money upon the security of real and personal property, and discounting bills.	13, Gresham-street, City	29 Mar. -	7	210	100,000	20,000	210	- ditto -	- ditto -	7	- ditto.
3,269	Kent and Surrey Gaslight Company (Limited).	Making, and supplying gas for public and private lamps in Kent and Surrey.	25, Bucklersbury, E.C.	29 Mar. -	7	160	100,000	20,000	160	- ditto -	- ditto -	7	- ditto.
3,270	English and Continental Steam Engine Improvement Company (Limited).	Purchasing and working a certain patent invention for improvements in steam engines.	1, Victoria-street, Westminster.	30 Mar. -	8	20,000	800,000	40,000	20,000	- ditto -	- ditto -	8	Dissolved.
3,271	British Shipowners' Company (Limited).	Acquiring ships and other vessels by purchase, exchange, building, &c., and letting out to hire, or chartering such ships, &c.	Baltic Buildings, 9, Redcross-street, Liverpool.	30 Mar. -	8	3,200	2,000,000	100,000	3,200	- ditto -	- ditto -	8	Supposed to be still in operation.
3,272	Beverley Iron and Waggon Company (Limited).	Carrying on an ironfoundry, and making agricultural implements and railway waggons.	Not stated - - -	30 Mar. -	7	820	120,000	6,000	820	- ditto -	- ditto -	7	- ditto.

3,273	Carnarvonshire and Merionethshire Steam Company (Limited).	Purchasing a steam-ship to ply between Liverpool, Portmadoc and Pwllheli.	Portmadoc, Carnarvonshire.	30 Mar. -	8	106	6,000	1,200	100	- ditto -	- ditto -	8	- ditto.
3,274	Silver's Indiarubber Works, and Telegraph Cable Company (Limited).	Purchasing Indiarubber, guttapercha, balata, &c., and manufacturing same into various articles.	38, Broad-street Buildings, E.C.	31 Mar. -	7	550	500,000	10,000	550	- ditto -	- ditto -	7	- ditto.
3,275	British and Foreign Financial Company (Limited).	Undertaking, prosecuting, and participating in financial, commercial, and industrial projects.	Not stated - - -	31 Mar. -	7	700	1,000,000	20,000	700	- ditto -	- ditto -	7	- ditto.
3,276	Gwynfynydd Gold Mining Company (Limited).	Acquiring lands, buildings, mines, and searching for metals, metallic ores, and minerals.	Not stated - - -	1 April -	7	63,000	66,000	66,000	63,000	- ditto -	- ditto -	7	- ditto.
3,277	John Brown and Company (Limited).	Acquiring and carrying on the Atlas Steel Spring and Iron Works, and the Swinton Iron Works at Sheffield, and Swinton, Yorkshire, respectively.	Sheffield, Yorkshire -	1 April -	7	1,236	1,000,000	10,000	1,236	- ditto -	- ditto -	7	- ditto.
3,278	Barrow Hoemahte Steel Company (Limited).	Acquiring coal mines, iron mines, &c., and the searching for, getting, smelting, and making merchantable, and selling coal, ironstone, ores, metals and other minerals.	Barrow-in-Furness, Lancashire.	1 April -	9	980	150,000	1,500	980	- ditto -	- ditto -	9	- ditto.
3,279	Financial Life Assurance and Guarantee Company (Limited).	Granting assurances on lives, and guaranteeing the fidelity of individuals in various situations.	60, King William-street, E.C.	2 April -	8	1,070	500,000	25,000	1,070	- ditto -	- ditto -	8	- ditto.
3,280	Brighton Brewery Company (Limited).	Purchasing and carrying on the North-street Brewery at Brighton.	8, Pancras-lane, Bucklersbury, E.C.	2 April -	7	32	100,000	10,000	32	- ditto -	- ditto -	7	- ditto.
3,281	Boughton Copper Company (Limited).	Acquiring and carrying on the business of manufacturing articles of copper, &c., now carried on by John Liltzer at Broughton, Lancashire.	Broughton Bridge, Salford, Manchester.	2 April -	7	620	100,000	1,000	620	- ditto -	- ditto -	7	- ditto.
3,282	Anglo-Egyptian Navigation Company (Limited).	Acquiring ships and steam vessels, and employing same in trading between Great Britain and Egypt.	Not stated - - -	2 April -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,283	Home and Colonial Assurance Company (Limited).	Life, fire, and marine insurance generally.	1, East India Avenue, Leadenhall-street.	2 April -	7	1,205	1,000,000	20,000	1,205	- ditto -	- ditto -	7	Dissolved.
3,284	Real Property Company (Limited).	Dealing in real property of any tenure or quality of estate.	38, Broad-street Buildings.	2 April -	16	3,200	32,000	3,200	3,200	- ditto -	- ditto -	16	Supposed to be still in operation.
3,285	Spanish Lead Company (Limited).	Acquiring and working lead mines in Spain and Portugal.	19, Birchin-lane, London.	2 April -	7	6,000	60,000	12,000	6,000	- ditto -	- ditto -	7	- ditto.
3,286	Clyde Engineering and Iron Ship Building Company (Limited).	Building vessels, manufacturing engines, and generally executing engineering works.	Not stated - - -	2 April -	7	35	2,000	40	35	- ditto -	- ditto -	7	Dissolved.
3,287	Imperial Oriental Steam Navigation Company (Limited).	Providing accommodation for carrying additional mails, passengers, goods, and specie between this country and the East Indies, Australia, China, Japan, &c.	Not stated - - -	2 April -	7	70	2,000,000	40,000	70	- ditto -	- ditto -	7	Supposed to be still in operation.
3,288	Liverpool, Quebec, and Montreal Steam Ship Company (Limited).	Acquiring, sailing, and managing, or re-selling and letting out to hire ships or vessels of iron or wood.	Not stated - - -	4 April -	7	7	1,000,000	20,000	7	- ditto -	- ditto -	7	Dissolved.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*[d].

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,289	Exeter Gas Consumers' Company (Limited).	Purchasing coal and making gas, coke, tar, &c., and selling same.	Gandy-street, Exeter -	4 April -	7	150	30,000	6,000	150	No return	No return -	7	Supposed to be still in operation.
3,290	Saint Maziare Land and Investment Company (Limited).	Doing any and everything which may enlarge, improve or embellish the city of St. Maziare, France.	Not stated - - -	4 April -	7	1,010	1,000,000	25,000	1,010	- ditto -	- ditto -	7	- ditto.
3,291	Weymouth and Melcombe Regis Gaslight and Coke Company (Limited).	Acquiring and carrying on gasworks already erected at Weymouth.	East-street, Melcombe Regis, Dorset.	4 April -	7	140	25,000	2,500	140	- ditto -	- ditto -	7	- ditto.
3,292	Causett Iron Company (Limited).	Making, selling, and disposing of iron, coke and firebricks, &c., also working coal and iron mines.	Not stated - - -	4 April -	9	4,350	400,000	40,000	4,350	- ditto -	- ditto -	9	- ditto.
3,293	Oriental Financial Corporation (Limited).	Undertaking, assisting, &c. financial, commercial and industrial operations in India and the East.	15, Leadenhall-street, City.	5 April -	7	350	1,000,000	20,000	350	- ditto -	- ditto -	7	- ditto.
3,294	Heywood, Higginbotham, Smith, and Company (Limited).	Paper-hanging and picture-frame making, &c.	10, Cross-street Chambers, Cross-street, Manchester.	5 April -	7	2,050	250,000	12,500	2,050	- ditto -	- ditto -	7	- ditto.
3,295	Agricultural Credit Company (Limited).	Lending money on the security of estates.	Not stated - - -	6 April -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,296	Coal and Mineral Contract Company (Limited).	Buying and selling coal, iron ore, and other minerals.	- ditto - - -	6 April -	7	7	1,000	50	7	- ditto -	- ditto -	7	- ditto.
3,297	North American Steam Ship Company (Limited).	Building, purchasing, sailing, and managing ships or vessels of every description.	- ditto - - -	6 April -	7	7	500,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,298	Ocean Coal and Shipping Contract Company (Limited).	Supplying coal to any government, company, person or persons in England or elsewhere.	- ditto - - -	6 April -	7	7	1,000,000	20,000	7	- ditto -	- ditto -	7	- ditto.
3,299	Telegraph Construction and Maintenance Company (Limited).	Purchasing the united business now carried on by Messrs. Glass, Elliott & Co., and the Gutta Percha Company.	23, Great George-street, Westminster.	7 April -	7	350	1,000,000	50,000	350	- ditto -	- ditto -	7	- ditto.
3,300	Yuiscedwyn Iron Company (Limited).	Purchasing and working certain furnaces and ironworks at and near Yuiscedwyn, in the parish of Ystradgunlais, Glamorganshire and Brecknockshire.	Yuiscedwyn, Ystradgunlais, Brecon.	7 April -	7	7	7,000	7	7	- ditto -	- ditto -	7	- ditto.
3,301	Medway Consumers' Coal Association (Limited).	Supplying the members and the public generally with coals, coke, &c.	68, High-street, Chatham, Kent.	7 April -	7	73	25,000	5,000	73	- ditto -	- ditto -	7	- ditto.

3,302	Commercial, Finance, and Agency Company (Limited).	Undertaking, assisting, and participating in commercial and financial operations in England and abroad.	Not stated - - -	8 April -	7	7	250,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,303	New Clydach Sheet and Bar Iron Company (Limited).	Making the best descriptions of sheet and bar iron.	Dogpole, Shrewsbury -	8 April -	8	100	25,000	250	100	- ditto -	- ditto -	8	- ditto.
3,304	General Property and Finance Company (Limited).	Acquiring, selling, exchanging, and disposing of, for gain and profit, messuages, lands, and property of every kind of tenure.	7, Norfolk-street, Manchester.	8 April -	8	695	100,000	10,000	695	- ditto -	- ditto -	8	- ditto.
3,305	Otago and Southland Investment Company (Limited).	Undertaking, assisting, and participating in financial, commercial, and industrial operations in New Zealand and the United Kingdom.	5, Adam's-court, Old Broad-street.	8 April -	8	800	500,000	50,000	800	- ditto -	- ditto -	8	- ditto.
3,306	West of England Sack Company (Limited).	Making, purchasing, and exporting, selling, and letting on hire sacks and bags.	Langport Westover, Langport, Somersetshire.	8 April -	7	2,770	60,000	6,000	2,770	- ditto -	- ditto -	7	- ditto.
3,307	Brighton, Columbia, and Vancouver's Island, Spar, Lumber, and Saw Mills Company (Limited).	Purchasing lands in British Columbia and Vancouver's Island, and erecting and carrying on saw-mills for cutting spars, lumber, &c.	84, Gresham-house, Old Broad-street.	9 April -	7	7	2,000	1,000	7	- ditto -	- ditto -	7	- ditto.
3,308	Rochdale Brick and Tile Company (Limited).	Making bricks, tiles, chimney-pots, drain-pipes, and other like articles.	2, Oldham-road, Rochdale.	11 April -	9	100	10,000	2,000	100	- ditto -	- ditto -	9	- ditto.
3,309	Swindon Central Market Company (Limited).	Acquiring land for the erection of corn, cattle, wool, cheese, and provision markets, and erecting same.	1, Wood-street, Swindon	11 April -	12	85	5,000	1,000	85	- ditto -	- ditto -	12	- ditto.
3,310	National Gas Company of Ireland (Limited).	Manufacturing and supplying gas to towns or places in Ireland.	Not stated - - -	11 April -	7	350	200,000	5,000	350	- ditto -	- ditto -	7	- ditto.
3,311	Smith, Knight, and Company (Limited).	Contractors - - - - -	- ditto - - -	11 April -	7	2,600	4,000,000	80,000	2,600	- ditto -	- ditto -	7	- ditto.
3,312	City of London Real Property Company (Limited).	Acquiring, improving, and letting freehold and other property in the City of London and its neighbourhood.	21, Mincing-lane - -	11 April -	14	240	500,000	20,000	240	- ditto -	- ditto -	14	- ditto.
3,313	Avonside Engine Company (Limited).	Purchasing the machinery, tools, furniture, contracts, work on hand, and good-will, &c., of Slaighter, Grunning, and Company, at Bristol.	Little Avon-street, Bristol.	11 April -	7	350	150,000	15,000	350	- ditto -	- ditto -	7	- ditto.
3,314	Palace and Burlington Hotels Company (Limited).	Purchasing the leases and good-will of the Palace Hotel, Buckingham-gate, and the Burlington Hotel, Cook-street, Piccadilly.	22, Parliament-street, Westminster.	11 April -	7	787	120,000	6,000	787	- ditto -	- ditto -	7	- ditto.
3,315	Industrial Financial Society (Limited).	Undertaking, assisting, and participating in the formation and development of financial, commercial, industrial, and other enterprises.	95, Gracechurch-street, E.C.	11 April -	7	5,000	50,000	50,000	5,000	- ditto -	- ditto -	7	- ditto.
3,316	Swansea Hotel Company (Limited).	Purchasing, leasing, or erecting hotels, and providing accommodation for travellers, visitors, &c., at Swansea, Glamorganshire.	Swansea, Glamorganshire.	11 April -	7	175	25,000	2,500	175	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont*ᵈ.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,317	General Mining Financial Association (Limited).	Purchasing and negociating grants and leases of mineral properties, and assisting generally in placing out the shares of undertakings of undoubted value and profit.	Not stated - - -	12 April -	7	7	1,000	2,000	7	No return	No return -	7	Supposed to be still in operation.
3,318	Charles Cammell and Company (Limited).	Acquiring the Cyclops Steel Spring and Iron Works at Sheffield, and the Grimesthorpe and Wadsley Bridge Works, all in the county of York, and carrying on same.	Cyclops Steel Iron Works, Sheffield.	12 April -	7	875	1,000,000	10,000	875	- ditto -	- ditto -	7	- ditto.
3,319	European Cattle Importing Company (Limited).	Carrying on the trade and business of cattle and goods importing.	32, Ironmonger-lane, E.C.	12 April -	7	140	50,000	10,000	140	- ditto -	- ditto -	7	- ditto.
3,320	Imperial Credit and Finance Company (Limited).	Discounting in all its branches -	54, Crutched Friars, E.C.	13 April -	7	10	20,000	1,000	10	- ditto -	- ditto -	7	- ditto.
3,321	Connalis Quay Chemical Company (Limited).	Manufacturing, selling, and dealing in bi-chromate of potash and other chemicals.	29, New Bridge-street, Blackfriars.	13 April -	7	7	60,000	6,000	7	- ditto -	- ditto -	7	- ditto.
3,322	Home and Colonial Assurance Company (Limited).	Life, fire, and marine insurance -	10, St. Helen's-place, London.	14 April -	7	1,105	2,000,000	40,000	1,105	- ditto -	- ditto -	7	- ditto.
3,323	Union Bank of England (Limited).	Every kind of banking business -	12, Bucklersbury, E.C.	14 April -	7	7	2,000	20	7	- ditto -	- ditto -	7	- ditto.
3,324	Shrewsbury Steam Cultivation Company (Limited).	Purchasing two steam engines, and cultivating tackle, and letting out same on hire.	Shrawardine Castle, Salop.	14 April -	7	104	5,000	500	104	- ditto -	- ditto -	7	- ditto.
3,325	London Commercial Carting Company (Limited).	Supplying a regular system for the transport and conveyance of goods, &c., from the City and Port of London and elsewhere.	Not stated - - -	14 April -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,326	Glastonbury Assembly Rooms Company (Limited).	Building and letting a public assembly and reading-rooms in Glastonbury, Somersetshire.	High-street, Glastonbury, Somersetshire.	14 April -	10	49	700	140	49	- ditto -	- ditto -	10	- ditto.
3,327	Imperial Bank of India (Limited).	Banking transactions in England, India, and elsewhere.	14, Lincoln's-inn-fields, W.C.	14 April -	7	150	1,000,000	20,000	150	- ditto -	- ditto -	7	- ditto.
3,328	Stock Exchange and General Bank (Limited).	Banking generally, and especially the affording of additional banking facilities to the members of the London Stock Exchange.	Not stated - - -	14 April -	7	7	4,000,000	80,000	7	- ditto -	- ditto -	7	- ditto.

3,329	East India Financial Association (Limited).	Receiving money on deposit and lending money, acting as agents in and assisting and participating in all financial or industrial undertakings in India.	7, East India Avenue, Leadenhall-street, E.C.	15 April -	7	350	1,000,000	20,000	350	- ditto -	- ditto -	7	- ditto.
3,330	Italian Land Company (Limited).	Acquiring land in Italy, and lending money.	Not stated - - -	15 April -	7	7	2,000	100	7	- ditto -	- ditto -	7	Dissolved.
3,331	Park Gate Iron Company (Limited).	Acquiring iron works, coal mines, iron mines, and working same.	- ditto - - -	15 April -	7	655	300,000	3,000	655	- ditto -	- ditto -	7	Supposed to be still in operation.
3,332	Hartlepool Rolling Mills Company (Limited).	Erecting rolling mills, and making, malleating and rolling of iron in Throstor, near Hartlepool, Durham.	- ditto - - -	15 April -	19	30	19,200	32	30	- ditto -	- ditto -	19	- ditto.
3,333	Manchester Public Entertainments Company (Limited).	Erecting and maintaining a theatre, and other necessary offices at Manchester.	61, Princes - street, Manchester.	15 April -	7	530	10,000	1,000	530	- ditto -	- ditto -	7	- ditto.
3,334	Isle of Wight Coal Company (Limited).	Purchasing coal at Newcastle and elsewhere, and conveying same for sale at the Isle of Wight.	53, Victoria - street, Westminster.	16 April -	7	195	10,000	2,000	195	- ditto -	- ditto -	7	- ditto.
3,335	Biddulph, Bradley Green, and Black Bull Gas Company (Limited).	Supplying the parishes of Biddulph and Wolstanton, Staffordshire, with gas.	Bradley Green, Biddulph, Staffordshire.	16 April -	24	122	4,000	800	122	- ditto -	- ditto -	24	- ditto.
3,336	Manchioneal Cotton Company (Limited).	Cultivating and dealing in cotton in Jamaica.	Chapel Walks Chambers, No. 11, Chapel Walks, Manchester.	16 April -	7	145	10,000	500	145	- ditto -	- ditto -	7	- ditto.
3,337	Provincial Banking Corporation (Limited).	Banking generally - - -	Not stated - - -	16 April -	7	130	2,000,000	40,000	130	- ditto -	- ditto -	7	- ditto.
3,338	Llanderfel Slate and Slab Company (Limited).	Purchasing slate and stone quarries at Llanderfel, Merionethshire.	41, Queen-street, Cheapside.	16 April -	12	315	12,500	525	315	- ditto -	- ditto -	12	- ditto.
3,339	Worthing Land Improvement Company (Limited).	Acquiring and distributing the liquid sewage of Worthing upon certain lands to be acquired.	Not stated - - -	16 April -	10	120	6,000	120	120	- ditto -	- ditto -	10	- ditto.
3,340	English and Foreign Credit Company (Limited).	Negotiating loans, taking contracts, dealing in all kinds of produce, merchandise, &c., and receiving money on loan or deposit.	3, Winchester-buildings, Great Winchester-street, E.C.	18 April -	7	280	2,000,000	40,000	280	- ditto -	- ditto -	7	- ditto.
3,341	Continental Union Gas Company (Limited).	Purchasing, erecting, and maintaining gas works on the Continent and elsewhere.	29, Threadneedle-street, E.C.	18 April -	7	650	400,000	20,000	650	- ditto -	- ditto -	7	- ditto.
3,342	Malvern Land and Building Company (Limited).	Acquiring, improving, and building on land in the town of Great Malvern.	Imperial Hotel, Great Malvern.	18 April -	7	36	20,000	400	36	- ditto -	- ditto -	7	- ditto.
3,343	Indian Rolling Stock and General Stores Company (Limited).	Building, purchasing, or providing rolling stock and general stores, and letting or selling same to railway and other companies, &c.	Not stated - - -	18 April -	7	7	100	100	7	- ditto -	- ditto -	7	Dissolved.
3,344	Alliance Ship-owning and Ship-building Company (Limited).	Carrying on the business of ship-owners and ship-builders.	- ditto - - -	18 April -	7	1,233	600,000	20,000	1,233	- ditto -	- ditto -	7	Supposed to be still in operation.
3,345	British American General Agency and Investment Company (Limited).	Lending money on the security of real property in British North America.	36, Old Broad-street, E.C.	19 April -	8	400	1,025,000	25,000	400	- ditto -	- ditto -	8	- ditto.
3,346	Equitable Loan and Discount Company (Limited).	Lending money at interest upon real and personal securities.	122, Goswell-road, Middlesex.	19 April -	7	28	5,000	1,000	28	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

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	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,347	Middleton Iron Company (Limited).	Smelting and manufacture of iron.	18, High-row, Darlington, Durham.	19 April -	7	62	25,000	250	62	No return	No return -	7	Supposed to be still in operation.
3,348	Suburban Freehold Estate Company (Limited).	Acquiring land in the neighbourhood of London, laying out and building on same.	38, Cannon-street, E.C.	19 April -	7	235	1,000,000	40,000	235	ditto -	ditto - -	7	- ditto.
3,349	Essex Freehold Land Company (Limited).	Purchasing land in Essex, improving same, and erecting buildings thereon.	Stratford, Essex - -	20 April -	8	14	3,000	30	14	ditto -	ditto - -	8	- ditto.
3,350	London and Continental Financial Corporation (Limited).	Carrying on for profit or gain the trades or businesses of discounters, lenders of, and dealers in money.	5, Sherborne-lane, E.C.	20 April -	8	21	1,000,000	20,000	21	ditto -	ditto - -	8	- ditto.
3,351	Credit Forestier Anglo-Continental Company (Limited).	Dealing in forest and other uncultivated lands in England and elsewhere.	Not stated - - -	21 April -	7	7	2,000	50	7	ditto -	ditto - -	7	- ditto.
3,352	Imperial Wine Company (Limited).	Carrying on the business of wine and spirit merchants.	314, Oxford-street, W.	21 April -	7	354	100,000	10,000	354	ditto -	ditto - -	7	- ditto.
3,353	Bellingham Gaslight Company (Limited).	Lighting the town of Bellingham, Northumberland, with gas.	Bellingham, Northumberland.	21 April -	13	1,020	1,200	1,200	1,020	ditto -	ditto - -	13	- ditto.
3,354	Albert Insurance Company (Limited).	Fire insurance, marine insurance, and guaranteeing.	7, Waterloo-place, Pall Mall.	21 April -	8	400	1,000,000	20,000	400	ditto -	ditto - -	8	- ditto.
3,355	Rajaivelle Coffee Estate Company (Limited).	Purchasing certain estates in the Island of Ceylon, and growing coffee thereon.	25, Fenchurch-street, E.C.	21 April -	7	455	45,500	455	455	ditto -	ditto - -	7	- ditto.
3,356	Stokes Bay Railway and Isle of Wight Ferry Company (Limited).	Improving the communication between Stokes Bay Railway and the Isle of Wight.	40, Parliament-street, St. Margaret's, Westminster.	21 April -	7	90	25,000	2,500	90	ditto -	ditto - -	7	- ditto.
3,357	Imperial Bank of China, India, and Japan (Limited).	Banking in all its branches -	8, Walbrook, E.C. -	22 April -	7	150	2,000,000	40,000	150	ditto -	ditto - -	7	- ditto.
3,358	General Financial and Estate Agency Corporation (Limited).	Advancing money on freehold, copyhold, and leasehold properties and other valuable securities.	Not stated - - -	22 April -	7	7	100,000	10,000	7	ditto -	ditto - -	7	- ditto.
3,359	Clyde Engineering and Iron Ship Building Company (Limited).	Ship-building in iron, wood, and other materials.	2, Copthall Chambers, Throgmorton-street, E.C.	22 April -	7	180	500,000	10,000	180	ditto -	ditto - -	7	- ditto.
3,360	Oldham Phœnix Iron Works Company (Limited).	Manufacturing mills, machinery, spinning, and other cotton manufacturing machines.	2, Wood-street, Lower West-street, Oldham.	22 April -	10	16	5,000	1,000	16	ditto -	ditto - -	10	- ditto.
3,361	Association of London Merchants (Limited).	Trading, mercantile, and commercial operations generally.	Not stated - - -	23 April -	7	123	2,000	200	123	ditto -	ditto - -	7	- ditto.
3,362	Imperial Bank of Australia (Limited).	Banking in all its branches -	- ditto - - -	23 April -	7	70	5,000	1,000	70	ditto -	ditto - -	7	- ditto.

3,363	Imperial Bank of Japan (Limited).	Banking in all its branches -	Not stated - - -	23 April -	7	70	5,000	1,000	70	- ditto -	- ditto -	7	- ditto.
3,364	Netherlands India Steam Navigation Company (Limited).	Establishing and working lines of steam vessels between any ports in the Dutch possessions in the Eastern Archipelago.	12, Leadenhall-street, E.C.	23 April -	7	230	300,000	15,000	230	- ditto -	- ditto -	7	- ditto.
3,365	Robey & Company (Limited)	Purchasing and carrying on the Victoria Sugar Refinery at Newcastle-under-Lyme.	London Road, Newcastle-under-Lyme.	23 April -	7	100	15,000	150	100	- ditto -	- ditto -	7	- ditto.
3,366	Burmese Oil Distillery (Limited).	Erecting and carrying on an oil mill in or near the town of Rangoon in British Burmah.	21, Great St. Helens, Bishopsgate-street.	25 April -	8	825	100,000	10,000	825	- ditto -	- ditto -	8	- ditto.
3,367	Lands Investment and Apportionment Company (Limited).	Purchasing, improving, selling and letting lands, &c.	37, Old Broad-street, E.C.	25 April -	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,368	Union Investment Company (Limited).	Lending money and discounting bills.	5, Princes-street, Cross-street, Manchester.	25 April -	8	122	10,000	2,000	122	- ditto -	- ditto -	8	- ditto.
3,369	Imperial Music Hall Company (Limited).	Forming and carrying on the business of a tavern, restaurant, and music hall.	108, Fleet-street, City -	25 April -	7	167	10,000	2,000	167	- ditto -	- ditto -	7	- ditto.
3,370	Industrial Company of Central Italy (Limited).	Assisting any and all undertakings having for their object the development of the natural and industrial resources of that country.	Vestry House, Lawrence Pountney Hill, E.C.	25 April -	9	2,550	250,000	25,000	2,550	- ditto -	- ditto -	9	- ditto.
3,371	European Trading Company (Limited).	Purchasing and trading with ships and vessels.	71, Jermyn-street, S.W.	25 April -	7	7	200,000	2,000	7	- ditto -	- ditto -	7	- ditto.
3,372	Land Credit Company of Ireland (Limited).	Lending money on land and other securities.	15, Tokenhouse-yard, E.C.	25 April -	7	125	1,000,000	10,000	125	- ditto -	- ditto -	7	- ditto.
3,373	National Financial Credit Foncier Company of Ireland (Limited).	Making advances to governments, companies, contractors and others.	Not stated - - -	27 April -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,374	Chard Road and Lyme Regis Railway Company (Limited).	Constructing, working, or letting a railway between Chard Road Station and Lyme Regis.	199, Gresham House, Old Broad-street.	27 April -	7	56	200,000	10,000	56	- ditto -	- ditto -	7	- ditto.
3,375	Bron-y-Manod Mining Company (Limited).	Mining for lead, copper, blende, and all other ores, &c. in Merionethshire.	89, Foregate-street, Chester.	27 April -	8	975	9,000	1,800	975	- ditto -	- ditto -	8	- ditto.
3,376	British and Canadian Steam Ship Company (Limited).	Building, purchasing, freighting, and sailing vessels of every description.	Not stated - - -	27 April -	8	341	1,000,000	40,000	341	- ditto -	- ditto -	8	- ditto.
3,377	Eastern Exchange Bank (Limited).	Banking in all its branches -	17, Brown's Buildings, Exchange, Liverpool.	27 April -	7	700	2,000,000	100,000	700	- ditto -	- ditto -	7	- ditto.
3,378	London and Southwark Insurance Corporation (Limited).	Fire insurance generally - -	Not stated - - -	27 April -	7	7	2,000	80	7	- ditto -	- ditto -	7	- ditto.
3,379	Metropolitan Improvements Company Limited).	Purchasing and selling or leasing lands and houses, &c. in London and elsewhere.	Not stated - - -	28 April -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,380	Newmarket Hotels Company (Limited).	Carrying on the business of hotelkeepers.	Not stated - - -	28 April -	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,381	West Vownag Lead Mining Company (Limited).	Acquiring and working the West Vownag lead mine at Molt, Flintshire.	156, Cheapside, London	28 April -	7	350	10,000	5,000	350	- ditto -	- ditto -	7	- ditto.
3,382	International Contract Company (Limited).	Taking contracts for railways and public works.	9, King's Arms Yard, City.	29 April -	7	70	4,000,000	80,000	70	- ditto -	- ditto -	7	- ditto.
3,383	United Kingdom Trade and Shipping Protection Company (Limited).	Protecting bankers, merchants, and others from fraud, &c.	1, Brunswick-street, Liverpool.	29 April -	7	95	2,000	2,000	95	- ditto -	- ditto -	7	- ditto.

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No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,384	Shireoaks Colliery Company (Limited).	Acquiring and working the Shireoaks Colliery, in Nottingham and Yorkshire.	Not stated - - -	29 April -	7	70	130,000	6,500	70	No return	No return -	7	Supposed to be still in operation.
3,385	Tavistock Iron Works and Steel Ordnance Company (Limited).	Carrying on for profit or gain the business of iron and brass founders, cannon founders, engineers, &c.	14, Gresham House, Old Broad-street, E.C.	29 April -	7	420	200,000	10,000	420	- ditto -	- ditto - -	7	- ditto.
3,386	London and West India Exchange Bank (Limited).	Carrying on the ordinary business of a Joint Stock Banking Company.	22, Change-alley, Cornhill, E.C.	29 April -	7	470	2,000,000	40,000	470	- ditto -	- ditto -	7	- ditto.
3,387	Mortgage Bank (Limited) -	Lending money on mortgage -	Not stated - - -	30 April -	7	601	2,000,000	40,000	601	- ditto -	- ditto -	7	- ditto.
3,388	City Financial Association (Limited).	Transacting every kind of financial business, &c.	12, Bucklersbury, E.C.	30 April -	7	7	2,000	40	7	- ditto -	- ditto -	7	- ditto.
3,389	Liverpool, Melbourne, and Oriental Navigation Company (Limited).	Building, purchasing, and trading with ships and vessels.	1, North John-street, Liverpool.	30 April -	7	61	2,000,000	40,000	61	- ditto -	- ditto -	7	- ditto.
3,390	London and Glasgow Engineering and Iron Ship Building Company (Limited).	Ship building in iron, wood, or other materials.	Not stated - - -	30 April -	7	40	2,000	400	40	- ditto -	- ditto -	7	- ditto.
3,391	Channel Steamship Company (Limited).	Trading with steam vessels -	Not stated - - -	30 April -	7	7	250,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,392	Indian Rolling Stock Company (Limited).	Building acquiring, and providing railways and other plant, locomotives, &c.	Not stated - - -	30 April -	7	1,050	1,000,000	20,000	1,050	- ditto -	- ditto -	7	- ditto.
3,393	Guernsey Water Company (Limited).	Procuring and supplying water to various places in the island of Guernsey.	21, Gresham-street, City	30 April -	7	210	20,000	2,000	210	- ditto -	- ditto -	7	- ditto.
3,394	United Bank of England, Denmark, and Sweden (Limited).	Banking business of every description.	Crosby Hall Chambers, Bishopsgate-street.	30 April -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,395	Pernambuco Improvements Company (Limited).	Completing, executing, and maintaining of works of improvements and drainage at Recife, Brazil.	69, Lombard-street, E.C.	30 April -	7	7	200,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,396	South of England Manure Company (Limited).	Manufacturing and selling manure.	Vitriol Works, Redbridges, Hants.	2 May -	7	2,006	20,000	4,000	2,006	- ditto -	- ditto -	7	- ditto.
3,397	Industrial Classes Dwelling Houses Company (Limited).	Erecting dwelling houses for the industrial classes.	Not stated - - -	2 May -	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,398	Llandyssil Railway Hotel Company (Limited).	Erecting an hotel at the Llandyssil station of the Carmarthen and Cardigan Railway, and carrying on same.	Adpar House, Newcastle, Emlyn.	2 May -	7	16	2,000	1,000	16	- ditto -	- ditto -	7	- ditto.
3,399	Bagshot Gas and Coke Company (Limited).	Supplying the town of Bagshot with gas.	Not stated - - -	2 May -	7	60	1,250	250	60	- ditto -	- ditto -	7	- ditto.

3,400	Worcester Engine Works Company (Limited).	Manufacturing, selling, and letting locomotives, marine and other engines, railway plant and rolling stock.	14, Foregate-street, Worcester.	3 May -	31	7,990	300,000	30,000	7,990	- ditto -	- ditto -	31	- ditto.
3,401	Humber Iron Works and Ship Building Company (Limited).	Acquiring the business of Martin Samuelson & Co., iron ship builders at Kingston-upon-Hull, and carrying on same.	28, Cornhill, E.C. -	3 May -	7	140	1,000,000	20,000	140	- ditto -	- ditto -	7	- ditto.
3,402	Moel Tecwyn and Gwydwn Freehold Gold Company (Limited).	Purchasing land, and conducting mining, operations in Merionethshire.	23, Moorgate-street, E.C.	3 May -	7	7	60,000	2,400	7	- ditto -	- ditto -	7	- ditto.
3,403	Vancouver Island Graving Dock Company (Limited).	Constructing graving docks in Vancouver Island.	Not stated - - -	3 May -	7	70	150,000	6,000	70	- ditto -	- ditto -	7	- ditto.
3,404	Millwall Iron Works, Ship Building and Graving Docks Company (Limited).	Acquiring and carrying on the business of the Millwall Iron Works and Ship Building Company (Limited).	Not stated - - -	5 May -	7	2,750	2,000,000	40,000	2,750	- ditto -	- ditto -	7	- ditto.
3,405	United Service Insurance Company (Limited).	Fire, life, and marine insurance	Not stated - - -	5 May -	7	70	2,000	100	70	- ditto -	- ditto -	7	- ditto.
3,406	United Service Bank (Limited).	Banking business of every kind -	Not stated - - -	5 May -	7	40	2,000	40	40	- ditto -	- ditto -	7	- ditto.
3,407	Sturminster Gas and Coke Company (Limited).	Supplying the town of Sturminster, Newton, with gas.	Not stated - - -	5 May -	37	99	1,000	100	99	- ditto -	- ditto -	37	- ditto.
3,408	Scottish and Universal Finance Bank (Limited).	Banking generally - - -	61, Cornhill; and 126, Bishopsgate-street.	5 May -	7	7	2,000	40	7	- ditto -	- ditto -	7	Dissolved.
3,409	Union Brewery Company (Limited).	Brewing and dealing in wines and spirits.	1, Lloyd-street, Manchester.	6 May -	8	25	3,000	120	25	- ditto -	- ditto -	8	- ditto.
3,410	North of England Loan, Discount, and Deposit Company (Limited).	Lending money - - -	15, Royal Arcade, Newcastle-on-Tyne.	6 May -	15	200	50,000	50,000	200	- ditto -	- ditto -	15	Supposed to be still in operation.
3,411	Trade Cork Cutting Company (Limited).	Manufacturing and selling articles made from cork wood.	Not stated - - -	6 May -	12	12	3,000	12	12	- ditto -	- ditto -	12	- ditto.
3,412	Torbay Hotel and Winter Garden Company (Limited).	Erecting and carrying on an hotel at Tormorham, Devonshire.	53, Victoria-street, Westminster.	7 May -	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
3,413	Glasgow, Cantyre, and General Telegraph Company (Limited).	Making and maintaining telegraphic communication between England, Scotland, Ireland, &c.	Not stated - - -	7 May -	8	160	50,000	5,000	160	- ditto -	- ditto -	8	- ditto.
3,414	Grafton Club Company (Limited).	Forming and carrying on a club house in the county of Middlesex.	6, John-street, Bedford-row, W.C.	7 May -	7	7	5,000	500	7	- ditto -	- ditto -	7	- ditto.
3,415	Bloxwich Colliery Company (Limited).	Working the Bloxwich Colliery near Walsall, Staffordshire.	Bloxwich Colliery, Bloxwich, near Walsall, Staffordshire.	7 May -	7	361	5,054	361	361	- ditto -	- ditto -	7	- ditto.
3,41	Smyrna and Cassaba Railway Company (Limited).	Making, managing, and working a railway from Smyrna to Cassaba, in Turkey.	3, Adelaide-place, E.C.	9 May -	7	265	800,000	40,000	265	- ditto -	- ditto -	7	- ditto.
3,417	Cadiz, Oporto, and Light Wine Association (Limited).	Dealing in wines, &c. - -	Not stated - - -	9 May -	7	7	1,000	100	7	- ditto -	- ditto -	7	Dissolved.
3,418	General Contract Company (Limited).	Making, maintaining, and working railways, bridges, and other public works, &c.	South Sea House, Threadneedle street.	10 May -	7	810	1,000,000	40,000	810	- ditto -	- ditto -	7	Supposed to be still in operation.
3,419	Ceylon Coffee Estates Company (Limited).	Purchasing and cultivating coffee plantations in Ceylon.	79, Cannon-street, E.C.	10 May -	7	620	120,000	12,000	620	- ditto -	- ditto -	7	- ditto.
3,420	Tyne Steam Shipping Company (Limited).	Purchasing, selling, freighting and hiring vessels.	Printing-court, Buildings Side, Newcastle.	10 May -	7	600	300,000	12,000	600	- ditto -	- ditto -	7	- ditto.
3,421	Tyne Iron Ship Building Company (Limited).	Carrying on the business of ship building, and ship plating.	Not stated - - -	12 May -	7	35	400,000	8,000	35	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,422	Manchester City News and Salford Hundred Advertiser Company (Limited).	Publishing a newspaper or periodical for sale.	Not stated - - -	13 May -	7	325	5,000	1,000	325	No return	No return -	7	Supposed to be still in operation.
3,423	Ottoman Trading and Steam Navigation Company (Limited).	Acquiring a concession from the Imperial Ottoman Government, and carrying out same.	9, Fenchurch-street, E.C.	13 May -	7	102	500,000	20,000	102	- ditto -	- ditto -	7	- ditto.
3,424	Manchester and Salford Machine and Steam Engine Company (Limited).	Producing, buying, selling, and making machines, steam engines, &c.	78, Portland-street, Manchester.	13 May -	8	13	10,000	2,000	13	- ditto -	- ditto -	8	- ditto.
3,425	London Theatre Company (Limited).	Erecting a theatre and buildings in London or Middlesex.	1, Great Winchester-street, E.C.	14 May -	7	45	50,000	5,000	45	- ditto -	- ditto -	7	- ditto.
3,426	Freehold and General Investment Company (Limited).	The purchase of lands, building on same, letting, and otherwise disposing of them.	Not stated - - -	16 May -	7	7	1,000	1,000	7	- ditto -	- ditto	7	- ditto.
3,427	Masonic Hall and Club Company (Limited).	Building a masonic hall at Birmingham.	Temple Chambers, New-street, Birmingham.	16 May -	7	70	10,000	2,000	70	- ditto -	- ditto -	7	- ditto.
3,428	Holbeach Gas and Coke Company (Limited).	Supplying Holbeach with gas, coke, &c.	Care of Richard Capan, High-street, Holbeach, Lincolnshire.	16 May -	10	117	2,500	500	117	- ditto -	- ditto -	10	- ditto.
3,429	Westminster Joint Stock Bank (Limited).	Banking generally - - -	Not stated - - -	16 May -	7	7	1,000,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,430	London Dressmaking Company (Limited).	Carrying on the trade of milliners and dressmakers.	Not stated - - -	17 May -	7	43	20,000	2,000	43	- ditto -	- ditto -	7	- ditto.
3,431	Burmah River Steam Navigation Company (Limited).	Navigating by steam-vessels the great rivers of Upper and British Burmah.	17, Leadenhall-street -	18 May -	7	70	200,000	10,000	70	- ditto -	- ditto -	7	- ditto.
3,432	Hydraulic Tube Drawing and Steel Ordnance Company (Limited).	Acquiring and working certain patents for improvements in manufacturing steel, &c.	Not stated - - -	18 May -	7	56	150,000	1,500	56	- ditto -	- ditto -	7	- ditto.
3,433	Durham Mercantile Agency and Trade Protection Company (Limited).	General agents in all matters connected with trade and commerce.	20, Market-place, Durham.	18 May -	8	20	100	20	20	- ditto -	- ditto -	8	- ditto.
3,434	Reading Iron Works (Limited)	Purchasing and carrying on the business of Messrs. Barrett, Exall & Andrewes, as agricultural implement makers and general engineers.	Kate's-grove, Reading, Berks.	18 May -	7	246	200,000	10,000	246	- ditto -	- ditto -	7	- ditto.
3,435	Wilmslow and Alderley Edge Gaslight Company (Limited).	Supplying Wilmslow and Alderley Edge with gas.	Not stated - - -	18 May -	13	655	10,000	1,000	655	- ditto -	- ditto -	13	- ditto.
3,436	Gelynog Llantwit Colliery Company (Limited).	Purchasing and working the Gelynog coal field in Glamorganshire.	2, Verulam-buildings, Gray's-inn, W.C.	18 May -	7	90	20,000	400,000	90	- ditto -	- ditto -	7	- ditto.

3,437	Prince's Racquet and Tennis Club Company (Limited).	Purchasing and carrying on Prince's Racquet and Tennis Club at Hans-place, Sloane-street, Chelsea.	Hans-place, Sloane-street, Chelsea, Middlesex.	19 May -	7	2,336	50,000	5,000	2,336	- ditto -	- ditto -	7 - ditto.
3,438	Bolton Loan and Discount Company (Limited).	Lending money and discounting bills.	Palatine - buildings, Knowsley - street, Bolton, Lancashire.	19 May -	7	307	20,000	2,000	307	- ditto -	- ditto -	7 - ditto.
3,439	Stretford and Old Trafford Omnibus and General Conveyance Company (Limited).	Omnibus, coach, and cab proprietors.	33, South King-street, Manchester.	19 May -	12	600	7,000	700	600	- ditto -	- ditto -	12 - ditto.
3,440	National Separate Dwellings Company (Limited).	The erection and letting of dwelling-houses and buildings.	Not stated - -	19 May -	10	52	100,000	10,000	52	- ditto -	- ditto -	10 - ditto.
3,441	Cannock and Rugeley Colliery Company (Limited).	Working coal mines at Cannock and Rugeley, in Staffordshire.	Crossley Hone, Rugeley, Stafford.	19 May -	10	310	50,000	500	310	- ditto -	- ditto -	10 - ditto.
3,442	London and Venezuela Bank (Limited.).	Banking generally in London and Venezuela.	Not stated - - -	19 May -	8	220	500,000	10,000	220	- ditto -	- ditto -	8 - ditto.
3,443	Italian Land Company (Limited).	Acquiring and improving land in Italy.	Not stated - - -	19 May -	7	280	1,000,000	20,000	280	- ditto -	- ditto -	7 - ditto.
3,444	Marinha Grande Glass Works Company (Limited).	Glass making in Portugal - -	2, Walbrook-buildings, Walbrook.	19 May -	7	7	20,000	2,000	7	- ditto -	- ditto -	7 - ditto.
3,445	Maritime Credit Company (Limited).	Lending money on security -	40, Old Broad-street, E. C.	20 May -	7	280	1,000,000	20,000	280	- ditto -	- ditto -	7 - ditto.
3,446	Mining Shares Investment Company (Limited).	The purchase and sale of shares	Not stated - - -	20 May -	8	45	1,000	100	45	- ditto -	- ditto -	8 - ditto.
3,447	Llandudno Turkish and General Bath Company (Limited)	The construction and working Turkish baths.	Tylywyn-road, Llandudno.	21 May -	7	39	1,000	250	39	- ditto -	- ditto -	7 - ditto.
3,448	Bournemouth Gas and Water Company (Limited).	Supplying Bournemouth with gas and water.	13, Tokenhouse-yard, E. C.	23 May -	7	161	20,000	2,000	161	- ditto -	- ditto -	7 - ditto.
3,449	Liverpool, Quebec, and Montreal Steam Ship Company (Limited).	Building, and otherwise acquiring vessels, and sailing, selling, or letting out for hire the same.	Not stated - - -	23 May -	7	7	1,000,000	50,000	7	- ditto -	- ditto -	7 - ditto.
3,450	Western Counties Colliery and Iron Company (Limited).	Buying, working, and selling collieries and iron properties, or accepting shares in other collieries or companies.	Not stated - - -	23 May -	7	85	50,000	500	85	- ditto -	- ditto -	7 - ditto.
3,451	Diss Gas Light and Coke (Company Limited).	Supplying, Diss, Norfolk, with gas and coke.	Diss, Norfolk - -	23 May -	8	110	3,000	600	110	- ditto -	- ditto -	8 - ditto.
3,452	Dramatic Association (Limited).	Purchasing, building, &c., and carrying on any theatres in London and elsewhere.	Not stated - - -	25 May -	7	92	12,500	2,500	92	- ditto -	- ditto -	7 - ditto.
3,453	Halesowen Gas Company (Limited).	Supplying Halesowen with gas -	The public offices, Halesowen, Worcester.	25 May -	24	470	3,000	600	470	- ditto -	- ditto -	24 - ditto.
3,454	Owston Ferry Gas Company (Limited).	Supplying Owston Ferry with gas.	Owston Ferry, Lincolnshire.	25 May -	7	125	2,000	400	125	- ditto -	- ditto -	7 - ditto.
3,455	West Pant-y-Mwyn Mining Company (Limited).	Acquiring and working certain mines at or near to Pant-y-Mwyn, Flintshire.	C. O. Mrs. S. Jones, Golden Lion, Coedpeth, near Wrexham, Denbighshire.	25 May -	9	1,666	5,000	2,000	1,666	- ditto -	- ditto -	9 - ditto.
3,456	Brollfa Colliery Company (Limited).	Purchasing and working the Brollfa Colliery, Aberdare, Glamorganshire, and dealing in coal at Cardiff.	15, Coal Exchange, London.	25 May -	7	1,132	60,000	2,000	1,132	- ditto -	- ditto -	7 ditto.
3,457	Farnham Market House and Town Hall Company (Limited).	Purchasing, improving, and letting, &c., the existing market hall, &c., at Farnham.	38, Downing-street, Farnham.	26 May -	7	120	7,000	1,400	120	- ditto -	- ditto -	7 - ditto.
3,458	Long Eaton Gas Company (Limited).	Supplying Long Eaton with Gas.	Not stated - - -	26 May -	9	345	4,000	800	345	- ditto -	- ditto -	9 - ditto.

I.—Companies Formed and Registered under Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), and Companies Act, 1862 (25 & 26 Vict. c. 89), &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(2.) Under the Companies Act, 1862—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,459	Cadiz, Oporto, and Light Wine Association (Limited).	Acquiring and carrying on the business now carried on under the style of the Cadiz, Oporto, and Light Wine Association.	Not stated - - -	26 May -	7	6,243	150,000	15,000	6,243	No return	No return -	7	Supposed to be still in operation.
3,460	Floating Telegraph Station and Light Ship Company (Limited).	To provide telegraphic communication between vessels and adjacent shores.	21, Gresham-street, E.C.	27 May -	7	7	250,000	25,000	7	- ditto -	- ditto -	7	- ditto.
3,461	Peruvian Silver Ore Reduction Company (Limited).	Working, smelting, and selling silver and ores from the mines of Huantajaja.	Not stated - -	27 May -	7	35	100,000	20,000	35	- ditto -	- ditto -	7	- ditto.
3,462	Studley Gas, Coal and Coke Company (Limited).	Supplying Studley with gas -	Not stated - - -	27 May -	12	110	1,500	300	110	- ditto -	- ditto -	12	- ditto.
3,463	Patent Nut and Bolt Company (Limited).	Acquiring and carrying on the business of Messrs. Watkins and Keen, Smethwick, Staffordshire.	London Works, Smethwick, Staffordshire.	27 May -	7	1,200	200,000	10,000	1,200	- ditto -	- ditto -	7	- ditto.
3,464	Blaenavon Company (Limited)	Working the Blaenavon iron and coal mines, &c.	Not stated - - -	27 May -	7	700	400,000	8,000	700	- ditto -	- ditto -	7	- ditto.
3,465	Metropolitan Brewery Company (Limited).	Common brewers - - -	Not stated - - -	30 May -	7	20	200,000	20,000	20	- ditto -	- ditto -	7	- ditto.
3,466	Midland Contract Company (Limited).	Purchasing shares of the Contractors Company (Limited).	5, Union-street, Birmingham.	30 May -	7	3,930	200,000	20,000	3,930	- ditto -	- ditto -	7	- ditto.
3,467	Weaver and Mersey Carrying Company (Limited).	Land and water carriers, &c. -	Not stated - - -	30 May -	7	7	500,000	25,000	7	- ditto -	- ditto -	7	- ditto.
3,468	Castleton Iron Company (Limited).	Manufacturing iron and steel -	63, St. James's-street, Leeds, Yorkshire.	30 May -	43	529	50,000	2,000	529	- ditto -	- ditto -	43	- ditto.
3,469	Scottish Granite Company (Limited).	Purchasing and working quarries in the Isle of Mull, Scotland.	Not stated - - -	30 May -	7	40	100,000	10,000	40	- ditto -	- ditto -	7	- ditto.
3,470	Oakengates Market Hall Gas and Water Company (Limited).	Providing, at Oakengates, near Wellington, Shropshire, a market hall, and supplying Oakengates and the surrounding neighbourhood with gas and water.	Not stated - - -	31 May -	7	275	5,000	1,000	275	- ditto -	- ditto -	7	- ditto.
3,471	Chamonix United Hotels Company (Limited).	Carrying on the business of hotel-keepers.	Not stated - - -	31 May -	7	7	100,000	5,000	7	- ditto -	- ditto -	7	- ditto.
3,472	Beck and Company (Limited)	Manufacturing and selling hydraulic gas and steam apparatus, &c.	Not stated - - -	31 May -	7	650	15,000	1,500	650	- ditto -	- ditto -	7	- ditto.
3,473	Silsden New Mill Building Company (Limited).	Building power-loom sheds and spinning mills at Silsden, and leasing, selling, or otherwise dealing with them.	Silsden, Yorkshire -	31 May -	7	64	5,000	500	64	- ditto -	- ditto -	7	- ditto.
3,474	Manningtree Corn Exchange and Cattle Market Company (Limited).	Providing an exchange and pens and stalls at Manningtree, Essex.	Manningtree, Essex -	31 May -	7	66	2,000	400	66	- ditto -	- ditto -	7	- ditto.

II.—Companies Formed and Registered under the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, as Unlimited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857:			1856:			£.			£. s. d.	£. s. d.		
1	Wenlock Gas Company - -	Supplying the town of Wenlock with gas.	Wenlock, Surrey -	21 Aug. -	7	80	2,000	400	400	5 – –	2,000 – –	36	Still in operation.
2	New Brunswick Mining Company.	Working mines in the province of New Brunswick, North America.	37, Newgate-street, Newcastle-on-Tyne, Northumberland.	20 Sept. -	7	640	16,000	640	640	10 – –	5,269 2 8	10	- ditto.
3	Belle Vue General Cemetery Company.	Establishing a cemetery or place for the interment of the dead at Belle Vue, St. Julian, Shrewsbury, Salop.	Castle Gate School-room.	29 Sept. -	7	27	2,000	400	148	5 – –	736 – –	56	- ditto.
4	Stockton and London Screw Steam Shipping Company.	Steam Navigation between the Ports of London and Stockton-upon-Tees, and other ports.	Not stated - - -	7 Nov. -	155	1,058	40,000	1,600	1,391	14 – –	19,474 – –	206	- ditto.
				1857:									
5	Birmingham Discount Company.	Discounting Bills of Exchange, &c., and transacting all monetary agency business.	Not stated - - -	5 Jan. -	7	35	25,000	500	35	No return	No return -	7	No longer in operation.
6	Third St. Peter's Thirty Pounds Money Company.	Advancing money at interest to the shareholders.	Mechanics' Institution, Cooper-street, city of Manchester, Lancaster.	30 Mar. -	7	14	15,000	500	148	13 15 –	1,461 1 10	67	- ditto.
7	Birmingham Flour Company -	Manufacture and sale of flour and bread.	137, Lancaster-street, Birmingham, Warwick.	3 April -	7	420	10,200	1,020	420	No return	No return -	7	- ditto.
8	Ardwick Green Thirty Pounds Money Company.	Advancing money at interest to the shareholders.	1, Russell-street, Chorlton-upon-Medlock, city of Manchester, Lancaster.	17 April -	7	10	9,000	300	10	- ditto -	- ditto -	7	Dissolved.
9	Working Men's College Company.	Education of the working classes	45, Great Ormond-street, London.	18 April -	7	35	1,000	200	45	Nil -	4 10 –	9	Still in operation.
10	Truro Gas Company - -	Manufacture and supply of gas and coke.	Truro, Cornwall - -	20 Oct. -	24	176	8,000	320	320	25 – –	8,000 – –	43	- ditto.
				1858:									
11	Northampton Waterworks Company.	Supplying water to the town of Northampton.	87, Newland, Northampton.	28 Jan. -	76	3,280	40,000	4,000	4,000	5 10 –	22,000 – –	92	Incorporated by Act of Parliament.
12	Stroud Gaslight and Coke Company.	Supplying the town and borough of Stroud, and places adjacent, with gas and coke.	William Coley, Esq., Church street, Stroud, Gloucester.	30 Mar. -	17	954	18,000	1,800	1,800	10 – –	18,000 – –	27	Still in operation.
13	Uckfield Gas Company - -	Manufacture and sale of gas, coals, and tar, in Uckfield, Sussex.	The Wakelyns, High-street, Uckfield, Sussex.	12 July -	20	179	2,000	400	350	5 – –	1,750 – –	33	- ditto.

II.—Companies Formed and Registered under the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, as Unlimited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
14	Llangollen General Cemetery Company.	To establish a cemetery or place of interment of the dead near the town of Llangollen, Denbigh.	Messrs. Prichard & Co., Regent-street, Llangollen.	21 Feb. -	20	60	1,000	100	60	10 – –	600 – –	17	Still in operation.
15	Tunbridge Wells Water Company.	Supplying Tonbridge Wells and neighbourhood with water.	1, New Buildings Parade, Tunbridge Wells, Kent.	16 April -	23	144	6,000	160	80 80	50 – – 20 – –	5,600 – –	28	- ditto.
16	Fourth Saint Peter's Thirty Pounds Money Company.	Advancing money at interest to the shareholders.	6, Marsden-street, Manchester, Lancaster.	4 May -	7	19	9,000	300	19	No return	No return -	7	- ditto.
17	Equitable Loan Establishment	Carrying on the business of pawnbroking.	4, Pink-street, Westgate, Newcastle on-Tyne.	15 June -	7	58	20,000	400	73 73	50 – – 35 – –	6,205 – –	7	- ditto.
18	Jamaica South Coast Railway	Making and maintaining a railway from Spanish Town to Old Harbour, Jamaica.	187, Gresham House, Old Broad-street, City of London.	20 June -	8	805	60,000	12,000	805	No return	No return -	8	No longer in operation.
19	Watford Gas Company - -	Manufacturing and supplying the parish of Watford, Hertford, with gas and coke.	Bushey, Herts - -	6 Oct. -	7	68	3,000	250	68	- ditto -	- ditto -	7	Still in operation.
20	Aspatria Gaslight Company -	Manufacturing and supplying the towns of Aspatria and Brayton, Cumberland, with gas.	Aspatria, Cumberland	1860: 6 Jan. -	10	108	1,500	300	260	5 – –	1,300 – –	41	- ditto.
21	Huddersfield College Company	Taking by purchase, lease, or otherwise, certain buildings, land, &c., called the Huddersfield College, New North-road, Huddersfield, York.	New North-road, Huddersfield, York.	3 May -	14	105	2,500	250	125	10 – –	1,250 – –	18	- ditto.
22	Ramsden Mill Company -	Taking certain mills, buildings, lands, &c. of the Ramsden Mill Company of Golcar, Huddersfield, and manufacturing from wool, cotton, and other fibres.	Ramsden Mill, Linthwaite, Almondbury, York.	19 June -	7	918	13,825	2,765	2,135	5 – –	10,675 – –	30	- ditto.
23	Airedale Mill Company -	Scribbling, carding, and spinning wool, &c.	J. Skirrow Emsley, Rodley, West Riding, York.	24 July -	10	53	5,000	200	120	25 – –	3,000 – –	38	ditto.
24	Haslingden Union Gas Company.	Manufacturing and supplying the town and neighbourhood of Haslingden, Lancashire, with gas.	Not stated - - -	13 Aug. -	12	230	20,000	2,000	230	No return	No return -	12	Amalgamated with the Haslingden Gaslight and Coke Company, and incorporated by Act of Parliament.
25	Sheffield Victoria Hotel Company.	Carrying on the business of hotelkeepers.	Messrs. Wakes, Castle Court, Sheffield, York.	25 Aug. -	35	630	16,000	1,600	1,494	10 – –	14,940 – –	39	Still in operation.
26	North Central Waggon Company, Rotherham.	Manufacturing and selling railway waggons.	Rotherham, York -	1861: 2 Feb. -	7	262	50,000	2,500	2,500	10 – –	24,144 – –	107	- ditto.

27	Ings Mill Company - -	Carrying on the businesses of scribblers, carders, and spinners of wool in the town of Guiseley, York.	Guiseley, York - -	8 Mar. -	25	100	10,000	100	100	35 - -	3,400 - -	31	- ditto.
28	Free Gardeners' Loan Company.	Granting sums of money at interest, to be repaid by instalments.	56, Hunter-street, Liverpool, Lancaster.	5 Aug. -	7	453	2,000	2,000	625	1 - -	625 - -	25	- ditto.
29	Saltley Creosote and Naphtha Company.	The manufacture of creosote, naphtha, and other products.	The works, Saltley, Warwick.	29 Aug. -	7	140	7,000	140	140	35 - -	4,900 - -	7	- ditto.
30	Leyland and Farington Gas Company.	Manufacturing and selling gas -	Not stated - - -	1862: 28 May -	8	167	10,000	1,000	167	No return	No return -	8	Dissolved by Act of Parliament.
	(2.) Under the Companies Act, 1862:												
31	Whitby Iron Company - -	Manufacturing pig, cast, and wrought iron, and iron and steel of any description, and selling same.	22, Victoria Chambers, Bedford-street, Park-row, Leeds.	1862: 29 Dec. -	7	69	40,000	400	69	No return	No return -	7	Still in operation.
32	County Life Assurance Company.	Granting or effecting assurances on lives.	36, Cannon-street, City of London.	1863: 9 Jan. -	9	825	100,000	20,000	825	ditto -	- ditto -	9	- ditto.
33	Ramsgate Fishing Vessel Mutual Society.	Mutual insurance amongst the members, as owners of fishing vessels, against total loss, capture, fire, &c.	"Admiral Napier," Ramsgate, Kent.	23 Jan. -	- -	The capital of this Company is not divided into shares.					- - - -		- ditto.
34	Kendal Washhouses and Baths Company.	Constructing and establishing washhouses and baths in Kendal, Westmorland.	Stricklandgate, Kendal, Westmorland.	4 Feb. -	17	Not stated	2,000	200	Not stated	No return	No return -	17	- ditto.
35	Penzance Public Buildings Company.	Erecting a building in the town of Penzance, Cornwall, suitable for concerts, &c.	4, Chapel-street, Penzance.	23 Feb. -	7	50	5,200	520	518	1 - -	515 - -	111	- ditto.
36	Joseph Whitworth and Company, and the Manchester Ordnance and Rifle Company.	Manufacture and sale of ordnance, firearms, ammunition, and their accessories.	28, Pall Mall, Middlesex.	25 Mar. -	7	172	300,000	300	172	No return	No return -	7	- ditto.
37	National Union Life Assurance Company.	Granting and effecting assurances on lives, and the granting of annuities, &c.	355, Strand, Middlesex	7 Apr. -	8	1,305	100,000	20,000	2,895	1 - -	2,795 - -	31	- ditto.
38	Liverpool and New Orleans Mail Steam Navigation Company.	Shipbuilders and merchants -	Brown's-buildings, Exchange, Liverpool, Lancaster.	28 May -	7	70	700,000	7,000	70	No return	No return -	7	- ditto.
39	British and American Southern Steam Navigation Company.	Shipbuilders and merchants -	48, Brown's-buildings, Exchange, Liverpool, Lancaster.	17 July -	7	70	700,000	7,000	70	ditto -	- ditto -	7	Dissolved.
40	Albion Life Assurance Society.	Life assurance - - - -	120, Chancery-lane, Middlesex.	18 Nov. -	8	400	50,000	5,000	400	ditto -	- ditto -	8	Still in operation.
41	Millom Hematite Company -	Mining in Lancaster and Cumberland.	No return - - -	11 Dec. -	7	Not stated	Not stated	Not stated	No return	ditto -	- ditto -	7	- ditto.

III.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts as Limited Companies.

N.B.—As these Companies were formed by Deed of Settlement, or otherwise than by Memorandum of Association, the requirements of the Order as to the Number of Persons who signed the Memorandum of Association are inapplicable, and cannot be supplied.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:			1856:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857:												
1	Thornbury Gaslight and Coke Company (Limited).	Supplying the town of Thornbury, in Gloucestershire, with gas.	Thornbury, Gloucestershire.	28 July -	- -	- -	1,600	250	150 100	10 - - 1 - -	1,600 - -	47	Still in operation.
2	London Printing and Publishing Company (Limited).	Acquiring and carrying on the printing business of John Tallis, of St. John-street, Smithfield.	1 and 2, Blue Coat-buildings, Christ's Hospital, Newgate-street, London.	5 Aug. -	- -	- -	200,000	20,000	8,037 5,757	6 - - 10 - -	105,792 - -	101	- ditto.
3	London, Manchester, and Foreign Warehouse Company (Limited).	Scotch linen, woollen, and general London Warehousemen.	91, Watling-street, E.C.	7 Aug. -	- -	- -	100,000	10,000	5,685	8 - -	44,234 - -	70	Wound up.
4	Electric Power Light and Colour Company (Limited).	Procuring illuminating motive power and chemical decompositions by electricity, &c.	27A, Bucklersbury -	12 Aug. -	- -	- -	100,000	5,000	2,620	No return	No return -	78	- ditto.
5	Universal Purveyor Company (Limited).	Universal purveyors, or general commission merchants in unadulterated articles.	22, Salisbury - street, Strand, W.C.	13 Aug. -	- -	- -	20,000	200	379	10 - -	3,790 - -	36	No longer in operation.
6	Stockton Gas Consumers' Company (Limited).	Supplying the borough of Stockton with gas.	131, High-street, Stockton, Durham.	20 Aug. -	- -	- -	6,000	600	600	6 - -	3,590 - -	28	- ditto.
7	London Patent Brick Company (Limited).	Manufacturing bricks and tiles -	8, Old Jewry, London -	26 Aug. -	- -	- -	15,000	3,000	1,399	5 - -	6,995 - -	17	Dissolved.
8	Stourbridge Waterworks Company (Limited).	Supplying Stourbridge with water	1, Church-street, Stourbridge, Worcester.	26 Aug. -	- -	- -	20,000	2,000	833 48	10 - - 4 - -	8,810 - -	31	Still in operation.
9	North of Europe Steam Navigation Company (Limited).	Establishing communication by steam between the United Kingdom and the North of Europe.	84 and 85, King William-street, E.C.	30 Aug. -	- -	- -	500,000	25,000	22,238	20 - -	444,360 - -	267	- ditto.
10	Winchester Waterworks Company (Limited).	Supplying Winchester, &c. with water.	West Hill, Romsey-road, Winchester.	2 Sept. -	- -	- -	17,500	700	700	25 - -	17,500 - -	67	- ditto.
11	Garnett and Moseley Gold Mining Company of America (Limited).	Mining for gold, &c. in America -	3, Cannon-street, E.C. -	3 Sept. -	- -	- -	50,000	50,000	37,245	No return	No return -	55	Dissolved.
12	Royal Surrey Gardens Company (Limited).	Purchasing and carrying on the Royal Surrey Zoological Gardens as a place of public resort and recreation.	25, Golden-square, Middlesex.	4 Sept. -	- -	- -	40,000	4,000	3,645	10 - -	31,565 - -	84	Wound up.
13	West of England Soap Company (Limited).	Importing, making, and dealing in soap and candles.	Sutton-road, Plymouth -	6 Sept. -	- -	- -	80,000	4,000	3,614	16 - -	57,691 - -	176	Dissolved.
14	Lambeth Baths and Washhouses Company (Limited).	Providing baths and washhouses at Lambeth.	Westminster-road, Lambeth.	12 Sept. -	- -	- -	6,000	1,200	1,200	5 - -	6,000 - -	63	Still in operation.
15	Birmingham Waggon Company (Limited).	Purchasing and providing trucks, waggons, and letting out same.	38, Bennett's Hill, Birmingham.	13 Sept. -	- -	- -	100,000	10,000	100,000	1 - -	17,968 - -	208	- ditto.
16	Patent Solid Sewage Manure Company (Limited).	Making and vending manure, and carrying on trading, manufacturing, or mercantile operations.	Not stated - - -	22 Sept. -	- -	- -	100,000	10,000	2,929	10 - -	27,621 - -	14	No longer in operation.

17	Rye Gas and Coke Company (Limited).	Making and vending gas in the town of Rye and its neighbourhood.	The Works, Wish Ward, Rye, Sussex.	24 Sept.	3,000	600	494	5 – –	2,470 – –	43	Still in operation.
18	Birstal Joint Stock Provision and Clothing Company (Limited).	Purchasing, manufacturing, and selling provisions and clothing.	Smithie's corn mill, Birstal, York.	24 Sept.	6,000	2,000	1,868	3 – –	4,331 10 –	562	- ditto.
19	Oriental Gas Company (Limited).	Manufacturing gas in the East Indies or Cape of Good Hope.	127, Leadenhall-street, E.C.	26 Sept.	150,000	150,000	100,000 50,000	1 – – – 5 –	112,491 – –	345	- ditto.
20	Great Harwood Commercial Company (Limited).	Carrying on the business of cotton spinners and manufacturers.	Great Harwood	26 Sept.	10,300	103	103	75 – –	6,725 – –	71	- ditto.
21	Bernard's Patent Machine Boot and Shoe Company (Limited).	Manufacturing boots and shoes, and disposing of same.	5, Adam's-court, Old Broad-street, E.C.	27 Sept.	120,000	12,000	12,000	10 – –	117,230 – –	98	No longer in operation.
22	Metropolitan Brewing Company (Limited).	Brewing	Star Brewery, Brentford, Middlesex.	27 Sept.	5,000	500	385	10 – –	5,000 – –	31	- ditto.
23	National Discount Company (Limited).	Receiving money on deposits, and discounting bills of exchange.	25, Birchin-lane, E.C.	27 Sept.	2,000,000	80,000	77,069	5 – –	385,345 – –	670	Still in operation.
24	Hungerford Gas and Coke Company (Limited).	Supplying the town of Hungerford with gas and coke.	Hungerford, Berks	29 Sept.	2,100	210	187	10 – –	1,870 – –	23	- ditto.
25	Western Gaslight Company (Limited).	Manufacturing and supplying gas and coke in and near London.	9, Holles-street, Cavendish-square, London.	30 Sept.	400,000	40,000	20,000 10,000 10,000	10 – – 4 – – 1 – –	249,700 – –	451	- ditto.
26	New Steam Packet Company (Limited).	Conveying goods and passengers between Newport and Bristol.	The Grove, back of Queen's-square, Bristol.	1 Oct.	1,500	1,500	796	10 – –	7,665 – –	45	- ditto.
27	Bridgnorth Public Buildings and Markets Company (Limited).	Providing buildings and premises, &c., and letting same.	High-street, Bridgnorth	1 Oct.	6,000	600	438	10 – –	4,380 – –	47	No longer in operation.
28	Adelphi Loan and Discount Company (Limited).	Lending money upon personal and other security.	38, Renshaw-street, Liverpool.	2 Oct.	120,000	10,000	3,035	12 – –	36,420 – –	139	- ditto.
29	Berlin Waterworks Company (Limited).	Supplying Berlin with water	26, Gresham-street, London.	2 Oct.	350,000	35,000	35,000	10 – –	350,000 – –	406	Still in operation.
30	Lusitanian Mining Company (Limited).	Working mines in Portugal, and selling and disposing of the products of same.	5, Queen-street Place, Upper Thames-street, London.	3 Oct.	50,000	10,000	10,000	2 – –	20,000 – –	116	- ditto.
31	Tonbridge Waterworks Company (Limited).	Supplying the town of Tonbridge with water.	High-street, Tonbridge	4 Oct.	2,900	580	580	5 – –	2,900 – –	40	- ditto.
32	Wantage Gas and Coke Company (Limited).	Vending gas and coke to the town of Wantage.	Wantage	4 Oct.	2,000	200	180	10 – –	1,800 – –	24	- ditto.
33	Northamptonshire Brick and Tile Company, Beart's Patent (Limited).	Manufacturing and selling bricks, tiles, and other articles.	Gayton, Northampton	4 Oct.	10,000	1,000	977	8 – –	7,796 – –	25	- ditto.
34	Peel River Land and Mineral Company (Limited).	Purchasing and selling lands in New South Wales, and working mines of gold and other minerals.	54D, Moorgate-street Buildings, Moorgate-street, London.	4 Oct.	600,000	Shares converted into stock			–	–	- ditto.
35	Arthur and Edward and Mirey Stock Colliery Company (Limited).	Purchasing and working mines of coal in the Forest of Dean, Gloucestershire.	61, Moorgate-street, London.	6 Oct.	25,000	1,000	1,000	25 – –	25,000 – –	30	No longer in operation.
36	Caistor Gas and Coke Company (Limited).	Supplying the town of Caistor with gas and coke.	Gas works, Duck-street, near the Horse-market, Caistor.	8 Oct.	1,500	150	150	10 – –	1,500 – –	28	Still in operation.
37	General Apothecaries' Company (Limited).	Supplying the public with unadulterated drugs, and preparing physicians' prescriptions, &c.	49, Berners-street, Oxford-street, London.	9 Oct.	100,000	10,000	1,530	10 – –	14,605 11 6	86	Dissolved.
38	Penrith Baths and Washhouses Joint Stock Company (Limited).	Establishing plunging, swimming, tepid, and other baths.	Middlegate, Penrith	10 Oct.	2,800	2,800	2,030	1 – –	2,034 14 –	140	Still in operation.
39	Todmorden Commercial Spinning and Manufacturing Company (Limited).	Carrying on the business of cotton spinners, and manufacturers, &c.	Odd Fellows-hall, Bridge-street, Todmorden, Halifax, York.	11 Oct.	20,000	800	781	25 – –	16,287 15 3½	223	- ditto.
40	Long Sutton Market House Company (Limited).	Providing a market-house and public rooms at Long Sutton.	Long Sutton, Lincoln	13 Oct.	1,500	600	600	2 10 –	1,500 – –	65	- ditto.
41	United Kingdom Vinegar Company (Limited).	Manufacturing and selling vinegar	39, Moorgate-street, London.	13 Oct.	14,250	7,125	7,125	1 15 –	8,350 – –	20	No longer in operation.

III.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
42	Enfield Gas Company (Limited)	Making and vending gas and coke	Silver-street, Enfield	13 Oct.	-	-	6,000	1,200	1,080	5 - -	5,400 - -	37	Still in operation.
43	Chepstow Gas and Coke Consumers' Company (Limited).	Manufacturing and selling gas at Chepstow, Monmouth.	Bank-buildings, Monmouth.	14 Oct.	-	-	5,000	500	372	10 - -	5,000 - -	44	Incorporated by Act of Parliament.
44	Gomersal Gaslight Company (Limited).	Manufacturing gas, and lighting therewith the town of Gomersal.	Gomersal	14 Oct.	-	-	3,875	775	775	5 - -	3,875 - -	64	Still in operation.
45	South Tyne Colliery Company (Limited).	Purchasing and working mines of coal, limestone, and other minerals.	Haltwhistle, Northumberland.	15 Oct.	-	-	30,000	1,500	1,500	20 - -	30,000 - -	16	- ditto.
46	Nuneaton Gaslight and Coke Company (Limited).	Manufacturing and supplying gas, and lighting therewith the town of Nuneaton.	Wash-lane, Nuneaton	15 Oct.	-	-	3,144	393	393	8 - -	3,144 - -	34	- ditto.
47	Acadian Charcoal Iron Company (Limited).	Purchasing and working certain iron works at Londonderry, &c. in the province of Nova Scotia.	47, Old Broad-street, London.	16 Oct.	-	-	200,000	20,000	10,343	10 - -	93,233 12 -	112	- ditto.
48	Hoddesdon Gas and Coke Company (Limited).	Manufacturing gas and coke	The Hamlet of Hoddesdon.	16 Oct.	-	-	4,000	800	800	5 - -	4,000 - -	28	- ditto.
49	Ashby-de-la-Zouch Market Company (Limited).	Providing a market-place and corn exchange at Ashby-de-la-Zouch.	Queen's Head Hotel, Ashby-de-la-Zouch, Leicester.	17 Oct.	-	-	4,000	400	400	10 - -	4,000 - -	95	- ditto.
50	Gravesend and Milton Coal Consumers' Company (Limited).	Buying and selling coals, coke, and cinders.	Plane's Wharf, West-street, Gravesend.	18 Oct.	-	-	10,000	5,000	3,000	- 15 -	2,237 10 -	165	- ditto.
51	Long Sutton Gas and Coke Company (Limited).	Supplying the town of Long Sutton with gas and coke.	Long Sutton	18 Oct.	-	-	1,800	240	120	10 - -	1,200 - -	34	- ditto.
52	La Bella Raquel Company (Limited).	Purchasing and smelting ores in Spain.	5, Queen-street Place, Upper Thames-street, London.	18 Oct.	-	-	30,750	1,250	1,230 20	25 - - Not liable	30,750 - -	115	- ditto.
53	Company of Proprietors of the Peterborough Corn Exchange Company (Limited).	Making, maintaining, and using a corn exchange in the town of Peterborough.	Peterborough	18 Oct.	-	-	3,500	140	140	25 - -	3,500 - -	72	- ditto.
54	Richmond Gas Company, 1853 (Limited).	The manufacture and sale of gas	4, Castle-terrace, Richmond, Surrey.	20 Oct.	-	-	22,000	2,200	2,200	10 - -	22,000 - -	92	- ditto.
55	Rawcliffe Joint Stock Stud Farm Company (Limited).	Breeding thorough-bred and other horses.	Rawcliffe Paddocks, North Riding, York.	20 Oct.	-	-	25,600	256	253	100 - -	25,300 - -	23	- ditto.
56	Wellington Copper Mine Company (Limited).	Mining at Wellington, in Canada	5, Queen-street Place, Upper Thames-street, London.	20 Oct.	-	-	20,000	20,000	20,000	1 - -	19,500 - -	38	Dissolved.
57	Liverpool Tradesman's Loan Company (Limited).	Granting loans at interest	10, Cook-street, Liverpool.	21 Oct.	-	-	30,000	1,200	1,200	25 - -	30,000 - -	113	Still in operation.
58	Eastern Archipelago Company (Limited).	Developing the resources of, and trading with the islands of Borneo and Labuan.	63, Cornhill, London.	21 Oct.	-	-	200,000	2,000	1,860	65 - -	141,055 - -	29	Dissolved.
59	Carnarvonshire Slate Company (Limited).	Acquiring certain slate veins in Llanllyfin, Carnarvon, known as the Tauralt and Plusdu slate veins, and quarrying and working same.	Taurallt, Llanllyfin, Carnarvonshire.	21 Oct.	-	-	50,000	5,000	3,918	10 - -	39,136 - -	52	No longer in operation.

60	Duston Iron Ore Company (Limited).	Raising, smelting and selling ironstone or ore, at Duston, Northampton.	Wellington Chambers, Cannon-street, London.	21 Oct.	-	-	-	-	50,000	50,000	23,269	- 12 6	14,537 10 -	131	Dissolved.
61	British and Irish Sugar Refining Company (Limited).	Refining and selling sugar, and trading in British and foreign produce for home consumption.	Mill-lane, Plymouth -	22 Oct.	-	-	-	-	180,000	7,000	5,000	25 - -	125,000 - -	189	Still in operation.
62	National Newspaper League Company (Limited).	Print, publish, and sell a newspaper or newspapers.	35, New Bridge-street, Blackfriars.	22 Oct.	-	-	-	-	2,500,000	250,000	18,965	2 - -	33,980 3 2	8,643	- ditto.
63	Dartmouth Bread and Flour Company (Limited).	Bakers and flour dealers - -	St. George's - square, Lower - street, Dartmouth, County of Devon.	23 Oct.	-	-	-	-	300	100	71	1 3 -	85 18 -	61	- ditto.
64	Monmouthshire Waggon Company (Limited).	Hiring of railway waggons to various persons.	Stone - hill, Newport, Monmouth.	23 Oct.	-	-	-	-	30,000	600	293	50 - -	14,650 - -	22	- ditto.
65	Foreign Vineyard Association (Limited).	Wine and spirit merchants - -	51, King-street, Regent-street, Westminster.	24 Oct.	-	-	-	-	50,000	5,000	5,000	10 - -	50,000 - -	93	- ditto.
66	Huyton and Roby Gas Company (Limited).	Supplying gas to the parish and township of Huyton, and the districts immediately adjoining.	24, North John-street, Liverpool.	25 Oct.	-	-	-	-	6,000	600	600	10 - -	10 - -	32	- ditto.
67	Fitzroy Investment Association (Limited).	Purchasing or leasing any freehold or copyhold property, and re-letting or re-selling same.	15, St. James-place, Hampstead-road.	25 Oct.	-	-	-	-	10,000	200	101	50 - -	5,050 - -	45	- ditto.
68	Richmond Public Baths and Lavatory Company (Limited).	Providing and maintaining one or more buildings for baths and washing and lavatory establishments, at Richmond, Surrey.	8, Hill-street, Richmond, Surrey.	27 Oct.	-	-	-	-	4,000	800	800	5 - -	3,955 3 -	44	Dissolved.
69	Folkestone Gas and Coke Company (Limited).	Manufacture of gas from coal, or other materials, and the sale thereof, and of coke, tar, and other products.	Folkestone Gas Works, Folkestone, Kent.	27 Oct.	-	-	-	-	12,000	1,200	{ 1,000 200	{ 10 - - 8 - -	11,600 - -	62	Still in operation.
70	County of Durham Agricultural Implement Company (Limited).	Purchasing and letting on hire agricultural machines and implements.	Durham New Markets Company's Building, Market-place, Durham.	27 Oct.	-	-	-	-	4,500	450	423	Not stated -	3,521 - -	52	- ditto.
71	Llanrwst Gaslight, Coal and Coke Company.	Manufacturing and supplying Llanrwst and neighbourhood with gas.	Gas Works, Llanrwst, Denbigh.	27 Oct.	-	-	-	-	2,800	280	280	9 15 -	2,730 - -	48	- ditto.
72	Staveley Gaslight and Coke Company (Limited).	Manufacturing and supplying Staveley and neighbourhood with gas and coke, &c.	"The Crown Inn," Staveley, Derby.	27 Oct.	-	-	-	-	3,000	300	{ 150 150	{ 10 - - 2 - -	1,800 - -	39	- ditto.
73	Littlehampton Gas Company (Limited).	Manufacturing and supplying the town of Littlehampton with gas, coke, &c.	"The Norfolk Hotel," Surrey-street, Littlehampton.	27 Oct.	-	-	-	-	1,200	240	240	5 - -	1,200 - -	28	- ditto.
74	Isle of Man Mining Company (Limited).	Mining and smelting in the Isle of Man.	26, St. Werburgh-street, Chester.	27 Oct.	-	-	-	-	70,000	2,800	2,800	25 - -	70,000 - -	64	- ditto.
75	Scottish Australian Investment Company (Limited).	Purchasing and acquiring land, and other property, and letting or re-selling same.	24, Gresham - street, London.	27 Oct.	-	-	-	-	400,000	200,000	200,000	1 - -	199,938 10 -	941	- ditto.
76	East India Coal Company (Limited).	Mining and selling coals - -	10, Serjeant's Inn, Fleet-street.	28 Oct.	-	-	-	-	150,000	15,000	5,080	10 - -	50,800 - -	102	- ditto.
77	Cambrian Slate Company (Limited).	Slate quarrying - - - -	Aqueduct Wharf, near Llangollen.	28 Oct.	-	-	-	-	40,000	1,600	{ 1,078 244	{ 25 - - 20 - -	31,730 - -	26	- ditto.
78	Kenilworth Gaslight and Coke Company (Limited).	Supplying and lighting the town and neighbourhood of Kenilworth with gas and coke.	Mr. Chas. Bliss, Castle-end, Kenilworth.	29 Oct.	-	-	-	-	3,000	300	300	10 - -	3,000 - -	26	- ditto.
79	Aylsham Gas Company (Limited).	Manufacturing, selling, and supplying gas and its products in the parish of Aylsham, Norfolk.	Gas Works, Aylsham, Norfolk.	29 Oct.	-	-	-	-	1,500	150	150	10 - -	1,500 - -	36	- ditto.
80	Aylsham Town Hall Company (Limited).	To provide a building in the town of Aylsham, Norfolk, to be used as a public corn hall and town hall.	Town Hall, Market-place, Aylsham.	29 Oct.	-	-	-	-	1,800	180	180	10 - -	1,800 - -	56	- ditto.

III.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont*d.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
81	Bishopstoke Market Company (Limited).	Holding a market for the sale of cheese, cattle, &c., at Bishopstoke.	Market Exchange, Bishopstoke, Hants.	29 Oct.	- -	- -	3,500	700	619	4 - -	2,476 - -	66	Still in operation.
82	Dover Hoy Company (Limited)	Conveying goods, &c., between the ports of Dover and London and other ports.	Commercial Quay, Dover	30 Oct.	- -	- -	1,000	200	200	5 - -	1,000 - -	72	- ditto.
83	Stretford Gas Company (Limited).	Manufacturing gas at Stretford, Lancaster.	Gas Works, Stretford, Lancaster.	30 Oct.	- -	- -	8,250	1,650	1,050 600	5 - - 2 10 -	5,850 - -	44	Dissolved. Act of Parliament incorporating another Company of the same name in its stead.
84	Spilsby Gas Company (Limited)	Lighting the town of Spilsby and its vicinity with gas.	Spilsby - - -	30 Oct.	- -	- -	2,300	230	230	10 - -	2,300 - -	30	Still in operation.
85	Sutton Coldfield Gaslight and Coke Company (Limited).	Manufacturing and supplying the town and neighbourhood of Sutton Coldfield with gas, coke, &c.	Gas Works, Sutton Coldfield, Warwick.	30 Oct.	- -	- -	2,000	200	200	10 - -	2,000 - -	30	- ditto.
86	Cheesewring Granite Company (Limited).	Granite quarrying in the parish of St. Cleer, Cornwall.	54, Old Broad-street, City of London.	30 Oct.	- -	- -	20,000	2,000	Orig. 960 Pref. 590	10 - -	15,500 - -	31	No longer in operation.
87	Londonderry Steamboat Company (Limited).	Carrying on communication by steam or other vessels between the ports of Londonderry and Liverpool.	Chapel-street, Liverpool	30 Oct.	- -	- -	60,000	3,000	Not stated	20 - -	54,754 - -	216	Still in operation.
88	Patent Nitro-Phosphate or Blood Manure Company (Limited).	Manufacture of manure - -	109, Fenchurch-street, City of London.	30 Oct.	- -	- -	75,000	7,500	7,500	10 - -	75,000 - -	98	- ditto.
89	Todmorden Gas Company (Limited).	Supplying gas, coke, &c. to the town and neighbourhood of Todmorden, Rochdale, Lancaster, and Halifax, York.	Gas Works, Todmorden, Stansfield, Halifax, York.	30 Oct.	- -	- -	20,000	4,000	1,885 1,870	5 - - 1 - -	11,295 - -	86	- ditto.
90	Mill Bay Soap, Alkali, and Soda Company (Limited).	Manufacturing, importing, and dealing in candles, soap, alkalies, &c.	Mill Bay, Plymouth, Devon.	30 Oct.	- -	- -	50,000	2,000	2,000	22 10 -	45,000 - -	117	- ditto.
91	Bromley Gas Consumers' Company (Limited).	Manufacturing and supplying the town and neighbourhood of Bromley, Kent, with gas, coke, &c.	Gas Works, Bromley, Kent.	30 Oct.	- -	- -	20,000	4,000	2,200 1,702	5 - - 2 - -	14,404 - -	108	- ditto.
92	Metropolitan Institution Company (Limited).	Providing accommodation for a public institution to be called "The Hall of Science and Literature."	12, Cleveland-street, W., Middlesex.	31 Oct.	- -	- -	5,000	5,000	2,835	1 - -	1,333 15 -	480	- ditto.
93	Great Berkhamstead Gaslight and Coke Company (Limited).	Manufacture and sale of gas and coke.	Great Berkhamstead, Herts.	31 Oct.	- -	- -	3,765	753	753	5 - -	3,765 - -	47	- ditto.
94	Ashton-under Lyne Mill Owners' and Mill Occupiers' Waterworks Company (Limited).	Supplying the town of Ashton-under-Lyne with water for manufacturing purposes.	County Court Office, Ashton-under-Lyne.	31 Oct.	- -	- -	4,500	450	450	10 - -	4,500 - -	16	- ditto.

95	Deddington Gas, Coke, and Coal Company (Limited).	Supplying the town and neighbourhood of Deddington, Oxon, with gas, coke, and coals.	Gas Works, Deddington, Oxford.	31 Oct.	-	-	-	-	1,600	1,600	1,498	1 - -	1,498 - -	32	- ditto.
96	Southwell Gaslight and Coke Company (Limited).	Manufacturing and selling gas and coke, &c.	Easthorpe, Southwell, Nottingham.	31 Oct.	-	-	-	-	2,480	248	248	10 - -	2,480 - -	30	- ditto.
97	Anglo-French Steamship Company (Limited).	Building, purchasing, chartering steam and other ships or vessels, and trading between the ports of England and France, and other ports or places.	Cleethorp-road, Great Grimsby, Lincoln.	31 Oct.	-	-	-	-	Reduced to 74,290	7,429	10,000	10 - -	99,920 - -	118	- ditto.
98	Worthing Mining Company (Limited).	Working a mine or mines in Australia, England, or elsewhere.	20, St. Helen's-place, Bishopsgate, City of London.	31 Oct.	-	-	-	-	80,000	80,000	74,829	1 - -	50,313 2 6	225	- ditto.
99	Cambrian Steam Packet Company (Limited).	Running steam packets from and between Aberystwith, Liverpool, Bristol, Swansea, and any other port or ports in the United Kingdom.	Parthenon Chambers, 14, Regent-street, City of London.	31 Oct.	-	-	-	-	10,000	1,000	975	10 - -	9,740 - -	58	- ditto.
100	Wilder's Burton Brewery Company (Limited).	Common brewers - - -	Messrs. Fisher & Son, solicitors, Burton-upon-Trent, Stafford.	31 Oct.	-	-	-	-	100,000	4,000	4,000	10 - -	40,000 - -	89	- ditto.
101	Morpeth Gaslight Coke Company.	Manufacturing and lighting the town of Morpeth with gas.	Morpeth, Northumberland.	31 Oct.	-	-	-	-	4,358*l.*0*s.*5*d*	220	220	19 10 -	4,290 - -	35	- ditto.
102	Recife and San Francisco Pernambuco Railway Company (Limited).	Making, maintaining, and working a railway in America, and exploring and working mines and minerals.	Gresham House, Old Broad-street, E.C.	31 Oct.	-	-	-	-	1,200,000	60,000	59,755	20 - -	1,183,075 - -	776	- ditto.
103	Borneo Company (Limited) -	Mining the Island of Borneo, and carrying on the business of general merchants to all parts of the world.	25, Mincing-lane, London.	31 Oct.	-	-	-	-	250,000	2,500	2,500	100 - -	250,000 - -	75	- ditto.
104	London Felt Company (Limited)	Manufacturing and selling felt and felted articles, &c.	13, Hanover-street, Long Acre, London.	31 Oct.	-	-	-	-	8,000	400	338	12 - -	3,738 - -	30	Dissolved.
105	Llangynog United Mining Company (Limited).	Working mines of lead and other ores, at Rhiwarth and Pengwern, Llangynog, Montgomery.	89, Foregate-street, Chester.	31 Oct.	-	-	-	-	50,000	10,000	10,000	5 - -	50,000 - -	99	Still in operation.
106	Shirley and Southampton Conveyance Company (Limited).	Running omnibuses at Southampton.	7, Albion-place, Southampton.	1 Nov.	-	-	-	-	2,000	200	164	10 - -	1,640 - -	150	Dissolved.
107	Minera Mining Company (Limited).	Raising, working, and disposing of minerals in the parish of Wrexham.	Minera - - -	1 Nov.	-	-	-	-	45,000	1,800	1,800	25 - -	45,000 - -	109	Still in operation.
108	Airedale Gaslight Company (Limited).	Manufacturing gas and coke -	Gas Works, Idle, near Leeds, York.	1 Nov.	-	-	-	-	7,500	1,500	1,000 300	5 - - 1 - -	6,300 - -	50	- ditto.
109	Wainfleet Gaslight Company (Limited).	Supplying the town of Wainfleet with gas.	Gas Works, Wainfleet, All Saints, Lincoln.	1 Nov.	-	-	-	-	1,600	160	160	10 - -	1,600 - -	43	- ditto.
110	Hythe and Sandgate Gas and Coke Company (Limited).	Supplying Hythe and Sandgate with gas.	Great Conduit-street, Hythe, Kent, and Seabrook.	1 Nov.	-	-	-	-	9,000	900	642	10 - -	6,420 - -	39	- ditto.
111	Southampton Steam Towing Company (Limited).	Towing ships in and out of harbour, &c.	Dock Chambers, Canute-road, Southampton.	1 Nov.	-	-	-	-	10,000	2,000	2,000	3 - -	6,000 - -	38	- ditto.
112	Southampton Public Baths and Washhouses.	Establishing plunging, swimming, tepid, and other baths and washhouses.	8, Gloucester-square, Southampton.	1 Nov.	-	-	-	-	8,000	800	795	10 - -	7,950 - -	25	- ditto.
113	Patent Fuel Company (Limited)	Manufacturing and vending artificial fuel, &c.	15, St. Mary Axe, London; and Deptford, Swansea, and Middlesboro'-on-Tees.	1 Nov.	-	-	-	-	200,000	10,000	4,375	14 - -	88,363 10 -	28	- ditto.
114	Real and Personal Advance Company (Limited).	To advance loans of money upon freehold, leasehold, personal, or other security.	4, Beaufort-buildings, Strand.	1 Nov.	-	-	-	-	20,000	20,000	15,000	1 - -	12,050 12 -	54	- ditto.

III.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont*[d].

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
115	Port of Portsmouth and Ryde United Steam Packet Company (Limited).	Carrying of passengers and merchandise between the port of Portsmouth and places adjacent thereunto, &c.	170, Queen-street, Portsea, Hants; and 27, Broad-street, Portsmouth, Hants.	1 Nov.	- -	- -	20,000	2,000	2,000	7 10 -	15,000 - -	209	Still in operation.
116	Ford's Patent Waterproofing Company (Limited).	Manufacturing waterproofing material, &c.	74, Cannon-street West, Middlesex.	1 Nov.	- -	- -	10,000	1,000	1,000	10 - -	9,985 - -	12	Dissolved.
117	Clarendon Consolidated Mining Company of Jamaica (Limited).	Undertaking mining operations in Jamaica, smelting, refining, and selling ores and minerals.	London - - -	1 Nov.	- -	- -	80,000	8,000	62,000	1 - -	55,842 7 6	233	- ditto.
118	Vernon Investment Association Company (Limited).	Purchasing freeholds, copyholds, or leasehold, and selling and transferring same.	1, West-terrace, Park-road, Holloway.	3 Nov.	- -	- -	30,000	300	151 2 1 2 1 1 1 32	100 - - 96 5 6 88 7 6 79 17 6 80 10 - 65 15 - 65 5 - Forfeited	16,268 - -	59	Still in operation.
119	Windsor Royal Society (Limited)	Providing accommodation for the industrial classes in England.	16, Park-street, New Windsor, Berks.	3 Nov.	- -	- -	10,000	1,000	870	10 - -	8,700 - -	54	- ditto.
120	Spennymoor and Tudhoe Gas Company (Limited).	To light the town of Spennymoor with gas.	Spennymoor, Durham -	3 Nov.	- -	- -	2,000	2,000	1,470	1 - -	1,470 - -	50	- ditto.
121	Watermen's Steam Packet Company (Limited).	Running steam packets on the River Thames.	1, Wardrobe-place, Doctor's Commons (Glass-yard, Bell-watergate, and Globe-lane, Woolwich.	3 Nov.	- -	- -	37,500	15,000	15,000	2 10 -	37,500 - -	165	- ditto.
122	City Steamboat Company (Limited).	Carrying passengers by steamboats to and from London Bridge, and to and from Richmond.	17, Earl-street, Blackfriars.	3 Nov.	- -	- -	30,000	3,000	1,350	10 - -	13,500 - -	36	- ditto.
123	Westminster and Marylebone Patent Ramoneur Company (Limited).	Manufacturing ramoneur machines for sweeping, cleansing, and purifying chimneys.	1, Southampton-street, Strand.	3 Nov.	- -	- -	17,500	3,500	3,150	3 - -	9,454 15 -	64	- ditto.
124	Grantham Waterworks Company (Limited).	Obtaining and supplying water to the inhabitants of the town of Grantham.	Office of Thos. Winter, Finkin-street, Grantham.	3 Nov.	- -	- -	11,500	1,150	1,150	10 - -	11,500 - -	80	- ditto.
125	Iberian Mining Company (Limited).	Purchasing silver, lead, and other minerals in the district of Galdacano.	72, Old Broad-street, E.C.	3 Nov.	- -	- -	20,000	20,000	3,900 13,770	1 - - - 13 6	20,000 - -	77	Dissolved.
126	Peninsular Mining Company (Limited).	Purchasing and working mines of silver, lead, &c., in the kingdom of Spain.	22, Change-alley, London.	3 Nov.	- -	- -	25,000	25,000	4,500 20,500	1 - - - 15 -	25,000 - -	147	- ditto.
127	Scottish Patent Flax Company (Limited).	Purchasing and manufacturing flax and other fibrous materials.	40, King William-street, E.C.	3 Nov.	- -	- -	25,000	2,500	2,500	10 - -	25,000 - -	22	No longer in operation.
128	Rossie and Canada Lead Company (Limited).	Purchasing land and lead mines in America.	1, Pinner's-court, London.	3 Nov.	- -	- -	60,000	6,000	4,000 1,450	10 - - 8 - -	49,204 - -	39	Dissolved.
129	Usk Gas Company (Limited) -	Making and vending gas in the town of Usk.	Usk - - - -	3 Nov.	- -	- -	1,545	309	309	5 - -	1,545 - -	34	Still in operation.

130	Honley Gas Company (Limited).	Making gas from coal, and lighting therewith the town of Honley.	Honley - - -	3 Nov. -	- -	- -	2,000	2,000	2,000	1 - -	1,961 6 -½	97	- ditto.	
131	London Joint Stock Brewery Company (Limited).	Common brewers - - -	Mary-street, St. Pancras, Middlesex.	3 Nov. -	- -	- -	30,000	1,200	923	25 - -	18,215 1 7	29	- ditto.	
132	Liverpool Hide, Skin, and Fat Market Company (Limited).	Establish and maintain a market for the sale and purchase of hides, skins, and fat at Liverpool.	Hide-market, Gill-street, Liverpool.	3 Nov. -	- -	- -	3,000	600	600	5 - -	3,000 - -	50	- ditto.	
133	Metropolitan Gazette Company (Limited).	Establish a newspaper for the publication of matters of local and general interest to the metropolis.	3, Edward-street, Hampstead-road, Middlesex.	3 Nov. -	- -	- -	1,600	160	119	2 - -	238 - -	39	No longer in operation.	
134	Donington Gas Company (Limited).	Manufacturing and supplying the town of Donington and its vicinity with gas, coke, &c.	Donington, Lincoln -	3 Nov. -	- -	- -	2,000	200	170	10 - -	1,700 - -	29	Still in operation.	
135	Eton Gas Company (Limited).	Making and vending gas in the town and neighbourhood of Eton, Bucks.	The Timberhalls, Eton, Bucks.	3 Nov. -	- -	- -	3,500	350	325	10 - -	3,250 - -	25	- ditto.	
136	Southampton Corn Exchange Company (Limited).	Providing and maintaining a corn market in the town of Southampton.	19, Portland-street, Southampton.	3 Nov. -	- -	- -	2,500	250	210	10 - -	2,100 - -	29	- ditto.	
137	Matlock Gaslight and Coke Company (Limited).	Making and vending in the parish of Matlock and township of Cromford and neighbourhoods, gas and coke.	Matlock, Bath; Matlock, Derby.	3 Nov. -	- -	- -	3,000	600	600	5 - -	3,000 - -	37	- ditto.	
138	Ilkeston Waterworks Company (Limited).	Supplying the town of Ilkeston with water.	Bath-street, Ilkeston, Derby.	3 Nov. -	- -	- -	4,000	4,000	3,500	1 - -	3,500 - -	118	- ditto.	
139	Castilian Mining Company (Limited).	Working certain copper mines in the valley of Hurdobio, in the province of Castile, in Spain.	77, Cornhill, City of London.	3 Nov. -	- -	- -	12,500	25,000	18,766	- 10 -	9,383 - -	120	Dissolved.	
140	Hythe and Southampton Steam Ferry Company (Limited).	Steam communication between Hythe and Southampton.	Drummond Arms Inn, Hythe, Southampton.	3 Nov. -	- -	- -	5,000	500	382	10 - -	3,337 10 -	85	- ditto.	
141	General Iron Screw Collier Company (Limited).	To transport coals or other merchandise from any port or ports in the United Kingdom by means of iron steam-vessels.	17, Gracechurch-street, London.	3 Nov. -	- -	- -	80,000	5,000	5,000	16 - -	80,000 - -	183	Still in operation.	
142	Danube and Black Sea Company (Limited).	Trading with the countries adjacent to the Danube, the Black Sea, &c., and establishing docks, harbours, &c.	2, Royal Exchange-buildings, City of London.	3 Nov. -	- -	- -	30,000	3,000	76	2 - -	152 - -	27	No longer in operation.	
143	Fortuna Company (Limited) -	Working mines in Spain - -	5, Scott's-yard, Cannon-street, City.	3 Nov. -	- -	- -	50,000	25,000	25,000	2 - -	50,000 - -	296	Still in operation.	
144	Crystal Palace and Suburban Brick and Tile Company (Limited).	Manufacture of articles usually made of clay.	86, King William-street, City of London.	3 Nov. -	- -	- -	50,000	10,000	9,495	5 - -	42,839 10 -	25	No longer in operation.	
145	British Land Company (Limited).	Purchasing lands and hereditaments in Great Britain and Ireland, and improving, selling, or letting same.	14, Moorgate-street, City of London.	4 Nov. -	- -	- -	200,000	20,000	20,000	5 - -	100,000 - -	1,135	Still in operation.	
146	London Armoury Company (Limited).	The manufacture of fire-arms of every description.	36, King William-street, London-bridge.	4 Nov. -	- -	-	60,000	3,000	2,325	20 - -	46,125 - -	74	- ditto.	
147	New Romney Gaslight and Coke Company (Limited).	Supplying the town of New Romney with gas, coke, and tar.	Gas-works, New Romney, Kent.	4 Nov. -	- -	- -	1,250	250	250	5 - -	1,250 - -	26	- ditto.	
148	Highbridge Market House Company (Limited).	To establish a market for the sale of cheese, &c., at Highbridge, Burnham, Somerset.	Office of Benjamin T. Allen, solicitor, Burnham, Somerset.	5 Nov. -	- -	-	1,300	1,300	1,300	1 - -	1,300 - -	274	- ditto.	
149	Plumstead, Woolwich and Charlton Consumers' Pure Water Company (Limited).	Supplying water to the districts of Plumstead, Woolwich, and Charlton.	Ann-street, Plumstead, Kent.	5 Nov. -	- -	- -	50,000	10,000	7,324 1,305	5 - - various.	Not stated -	212	Wound up.	
150	Brecon New Gas Company (Limited).	Supplying the borough of Brecon with gas.	Lion-street, Brecon -	6 Nov. -	- -	-	6,000	600	579	10 - -	5,750 - -	84	Still in operation.	

III.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857 and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
151	Kirton in Lindsey Gas Light and Coke Company (Limited).	Supplying the town of Kirton with gas and coke.	Kirton in Lindsey	6 Nov.	-	-	2,000	200	200	10 - -	2,000 - -	27	Still in operation.
152	Banbury Gas Light and Coke Company (Limited).	Supplying the town of Banbury with gas.	Gas Works, Warkworth; near Banbury, Oxford.	8 Nov.	-	-	10,000	1,000	1,000	10 - -	10 - -	157	- ditto.
153	Householders' Genuine Bread and Flour Company (Limited).	Manufacture and sale of bread, biscuits, &c.	7, Chatham-place, Blackfriars, London.	10 Nov.	-	-	10,000	1,000	780	2 - -	1,560 - -	25	Dissolved.
154	Banwen's Patent Candle Company (Limited).	Manufacture and sale of candles and oil.	26, Change Alley, Cornhill.	14 Nov.	-	-	40,000	4,000	3,405	10 - -	30,000 - -	22	No longer in operation.
155	Craven Moor Mining Company (Limited).	Mining - - - - - -	15, Benson's Buildings, Leeds, York.	20 Nov.	-	-	30,000	60,000	40,026 7,616 500	- 10 - - 5 - - 2 -	21,962 14 -	193	Still in operation.
156	Silloth Bay Steam Navigation Company (Limited).	Steam navigation between Silloth Bay, in the Solway Frith, and other ports in the United Kingdom, or elsewhere.	48, Castle-street, Carlisle, Cumberland.	1 Dec.	-	-	12,000	480	368	25 - -	7,740 - -	8	- ditto.
157	Cwm Sebon Mining Company (Limited).	Mining in the parish of Llanbadam-faur, Cardigan.	117, Bishopsgate-street Within, London.	2 Dec.	-	-	12,000	6,000	5,990	1 18 -	10,923 11 5	76	Dissolved.
158	Willow Bank Mining Company (Limited).	Mining in the parish of Llanbadam-faur, Cardigan.	117, Bishopsgate-street Within, London.	2 Dec.	-	-	10,000	5,000	5,000	1 14 -	8,242 1 -	49	- ditto.
159	Rugby Town Hall Company (Limited).	To erect a town hall at Rugby, Warwick.	13, Church-street, Rugby, Warwick.	4 Dec.	-	-	The whole of the shares of this Company have been converted into stock, amounting to 6,500 *l.*					-	Still in operation.
160	Oola Silver Lead and Copper Mining Company (Limited).	Mining - - - - - -	Cannon House, 28, Queen-street, City of London.	4 Dec.	-	-	8,000	4,000	3,270 500	1 17 - 2 - -	6,513 10 -	24	Dissolved.
				1857:									
161	Victoria Iron and Cement Works Company (Limited).	Working certain mines, quarries, and beds of iron ore, cement, stone, &c., at Hinderwell, Yorkshire.	15, Benson's Buildings, Leeds, York.	15 Jan.	-	-	50,000	100,000	48,000	- 10 -	23,753 8 -	144	- ditto.
162	Topsham Gas and Coke Company (Limited).	Manufacturers of gas and coke -	Topsham, Devon - -	7 Feb.	-	-	1,500	600	600	2 10 -	1,500 - -	45	Still in operation.
163	Company of Proprietors of the Portsmouth and Farlington Waterworks (Limited).	Supplying the town and neigbourhood of Portsmouth with water.	Waterworks-lane, Landport, near Portsmouth, Hants.	16 Feb.	-	-	42,000	840	801	50 - -	40,050 - -	54	- ditto.
164	Winterton Gas Company (Limited).	Supplying the town of Winterton with gas.	Winterton, Lincoln -	17 Feb.	-	-	1,800	180	180	10 - -	1,800 - -	20	- ditto.
165	Mill Town Mining Company (Limited).	Mining - - - - - -	Clay Cross, Derby -	19 Feb.	-	-	7,200	7,200	6,371 622	1 - - - 17 6	6,915 5 -	107	Dissolved.
166	Welchpool Gas Company (Limited).	Supplying the town of Welchpool with gas and coke.	Gas Works, Welchpool, Montgomery.	4 Mar.	-	-	2,775	111	111	25 - -	2,775 - -	32	Still in operation.
167	Broadmoor Anthracite Coal Company (Limited).	Working the Broadmoor anthracite coal mine.	35, Craven-street, Strand, Middlesex.	14 May	-	-	20,300	725	725	28 - -	20,300 - -	9	- ditto.
168	Taff Vale Waggon Company (Limited).	To provide and supply waggons and carriages for the Taff Vale Railway Company.	Cardiff, Glamorgan -	29 May	-	-	150,000	15,000	A 7,500 B 7,500	10 - - 6 - -	120,000 - -	250	- ditto.
169	Derwent Mines Company (Limited).	Mining - - - - - -	Not stated - - -	8 June	-	-	84,000	280	280	300 - -	84,000 - -	44	- ditto.
170	Kendal and District United Coal Company (Limited).	Vending coal and coke in Kendal, Westmorland, and neighbouring district.	Kendal, Westmorland -	15 June	-	-	5,000	500	400	3 10 -	1,400 - -	193	- ditto.

171	Groux's Improved Soap Company (Limited).	Soap boilers - - - - -	The Works, Great Cambridge-street, Hackney.	20 June -	-	-	-	-	30,000	3,000	1,853	10 – –	18,530 – –	114	Wound up.
172	Welsh Potosi Lead and Copper Mining Company (Limited).	Mining - - - - - -	Not stated - - -	26 June -	-	-	-	-	100,000	20,000	12 12 12,376	– 6 – – 3 6 5 – –	61,885 14 –	59	- ditto.
173	Richmond Conveyance Company (Limited).	Conveyance of passengers between Hampton Court and the City of London.	The Square, Richmond, Surrey.	30 June -	-	-	-	-	6,325	253	253	25 – –	6,325 – –	36	Still in operation.
174	English and Irish Magnetic Telegraph Company (Limited).	Laying down a submarine telegraph between Great Britain and Ireland, and working same.	2, Exchange-buildings, Liverpool, Lancaster.	6 Aug. -	-	-	-	-	300,000	6,000	5,648	50 – –	282,400 – –	117	Dissolved.
175	North British Australasian Company (Limited).	The purchasing and selling land for agricultural purposes, the granting of loans or advances on mortgage and other approved securities, in the colonies and settlements of Australasia.	49, Moorgate-street, London.	15 Sept. -	-	-	-	-	188,676	188,676	188,079	1 – –	187,757 – –	988	Still in operation.
176	British Telegraph Company (Limited).	Laying down a submarine telegraph between Ireland and England, and working same.	30, Cornhill, City of London.	17 Sept. -	-	-	-	-	300,000	15,000	14,371 176 133 95 225	20 – – 15 – – 10 – – 5 – – Nil -	291,865 l.	342	Dissolved.
177	British Gas Light Company (Limited).	Lighting cities, towns, &c., with gas.	11, George-yard, Lombard-street, City of London.	1 Oct. -	-	-	-	-	300,000	15,000	9,708	20 – –	194,160 – –	306	Still in operation.
178	Wallingford Gas Light and Coke Company (Limited).	Lighting the town of Wallingford with gas.	Gas Works, Wallingford, Berks.	12 Oct. -	-	-	-	-	3,700	370	320 50	10 – – 8 – –	3,600 – –	29	- ditto.
179	New Machno Slate and Slab Company (Limited).	Acquiring and working certain quarries situated in the parish of Penmachno, Carnarvonshire.	Conway, Carnarvon -	9 Nov. -	-	-	-	-	24,000	2,400	2,400	10 – –	2,400 – –	22	No longer in operation.
				1858.											
180	Henley Gas Light and Coke Company (Limited).	Lighting the town of Henley-upon-Thames with gas.	Henley-on-Thames, Oxford.	11 Jan.. -	-	-	-	-	3,000	300	300	10 – –	3,000 – –	34	Still in operation.
181	Chipping Norton Gas and Coke Company (Limited).	Supplying the town and precincts of Chipping Norton with gas.	Not stated - - -	26 Feb. -	-	-	-	-	4,000	400	400	10 – –	4,000 – –	35	- ditto.
182	St. John del Rey Mining Company (Limited).	Working mines in the province of Minas Geraes, Brazil.	8, Tokenhouse-yard, City of London.	9 April -	-	-	-	-	190,000	11,000	11,000	15 – –	135,000 – –	468	- ditto.
183	Droitwich Gas Light Company (Limited).	Supplying the town of Droitwich with gas.	High-street, Droitwich, Worcester.	22 April -	-	-	-	-	1,800	360	312	5 – –	1,560 – –	54	- ditto.
184	Windsor Royal Gas Light Company (Limited).	Lighting the town and places adjacent to New Windsor, Berks, with gas.	Not stated - - -	3 May -	-	-	-	-	22,000	1,100	650 450	20 – – 5 – –	15,250 – –	66	- ditto.
185	London Monetary Company Limited (formerly called the London Monetary Advance and Life Assurance Company) (Limited).	Lending money and effecting assurances on lives.	Not stated - - -	8 July -	-	-	-	-	200,000	40,000	12,000	5 – –	54,955 – –	131	- ditto.
186	Shaftesbury Gas and Coke Company (Limited).	Supplying the borough of Shaftesbury with gas.	Bimport-street, Shaftesbury, Dorset.	6 Sept. -	-	-	-	-	3,000	300	300	10 – –	3,000 – –	25	- ditto.
187	London and Westminster Steamboat Company (Limited).	Conveying passengers between the cities of London and Westminster.	2, Duke-street, Adelphi, W.C.	9 Oct. -	-	-	-	-	30,000	3,000	2,500	10 – –	25,000 – –	71	- ditto.
188	Eastern Steam Navigation Company (Limited).	Establishing communication by steam and other vessels between the United Kingdom, India, China, and the colonies.	26, Gresham-street, City of London.	20 Oct. -	-	-	-	-	1,200,000	60,000	33,088	20 – –	661,760 – –	339	Dissolved.
189	Wensleydale Mining Company (Limited).	Mining - - - - - -	Benson's-buildings, Basinghall-street, Leeds, York.	26 Oct. -	-	-	-	-	10,000	20,000	20,000	– 7 –	6,856 – –	56	- ditto.
190	China Tea Company (Limited) -	The purchase of tea and other colonial and foreign produce.	52, Drury-lane, Middlesex.	17 Nov. -	-	-	-	-	8,000	800	670	10 – –	6,700 – –	35	Still in operation.

III.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*contd.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
191	European Gas Company (Limited).	Lighting with gas, cities, towns, &c., in France and other parts of the Continent of Europe.	4 Frederick's-place, Old Jewry, City of London.	4 Aug.	- -	- -	354,060	35,406	23,406 12,000	10 - - 2 10 -	264,060 - -	526	Still in operation.
192	Liverpool Steam Tug Company (Limited).	Providing steamboats for the purpose of towing ships and vessels, lighters and other craft or vessels with diving apparatus for hire.	5, New Quay, Liverpool, Lancaster.	22 Nov.	- -	- -	100,000	10,000	5,000 1,000 1,000	10 - - 7 - - 10 - -	69,956 - -	120	- ditto.
				1860:									
193	Gillingham Gas and Coke Company (Limited).	Lighting certain parts of the parish of Gillingham, Dorset, with gas.	Messrs. Bell & Freame, Gillingham, Dorset.	20 Feb.	- -	- -	1,600	160	121	10 - -	1,205 - -	27	- ditto.
194	Lambeth Association for Providing Improved Dwellings for the Labouring Classes (Limited).	Providing improved dwellings for the labouring classes in Lambeth.	3, Adelaide-place, City of London.	3 July	- -	- -	10,000	1,000	856	4 - -	3,424 - -	60	Dissolved.
195	Wolverhampton Exchange Company (Limited).	Erecting and maintaining a building in the town of Wolverhampton for a public exchange.	Exchange-buildings, Wolverhampton, Stafford.	7 Sept.	- -	- -	8,000	1,000	574 400	10 - - 5 - -	7,760 - -	70	Still in operation.
				1861:									
196	Copiape Mining Company (Limited).	Mining - - - - - -	Not stated - - -	23 April	- -	- -	200,000	10,000	10,000	16 - -	160,000 - -	75	- ditto.
197	Hastings Cottage Improvement Society (Limited).	Improvement (for gain) of the dwellings of the labouring classes in Hastings and its neighbourhood.	108, High-street, Hastings	18 Sept.	- -	- -	30,000	300	170	100 - -	17,000 - -	75	- ditto.
				1862:									
198	Exmouth Gas, Coke, and Water Company (Limited).	Supplying the town of Exmouth with gas, coke, and water.	Gas Works, Exmouth, Devon.	7 May	- -	- -	3,600	360	360	10 - -	3,600 - -	24	- ditto.
199	Bradford Gas and Coke Company (Limited).	Making and vending gas and coke at Bradford.	Town Hall, Bradford, Wilts.	17 June	- -	- -	6,000	240	240	16 - -	3,840 - -	46	- ditto.
	(2.) Under the Companies Act, 1862:												
200	Confident Life and Fire Assurance and Loan Company (Limited), now called the Confident Life Assurance and Loan Company (Limited).	Insuring lives and granting loans of money on personal security.	13, Finsbury-place South, London.	31 Oct.	- -	- -	100,000	100,000	8,053	- 5 -	2,443 6 2	57	- ditto.
201	Thames and Mersey Marine Insurance Company (Limited).	Marine insurance - - -	1, Royal Exchange Buildings, London.	31 Oct.	- -	- -	2,000,000	100,000	100,000	20 - -	2,000,000 - -	951	- ditto.
202	Provincial Horse and Cattle Insurance Company (Limited).	Cattle insurance - - -	2, Carrington-street, Nottingham.	31 Oct.	- -	- -	5,000	1,500	483	- 2 6	5,000 - -	11	- ditto.

203	Universal Marine Insurance Company (Limited).	Marine insurance	35, Cornhill, London	3 Nov.	-	-	-	-	1,000,000	50,000	50,000	5 - -	250,000 - -	414	- ditto.
204	Rye Mutual Marine Association (Limited).	Insurance of ships	13, Market-street, Rye, Sussex.	27 Nov.	-	-	-	-	This company has no capital divided into shares						- ditto.
205	Deal and Walmer Gas Light and Coke Company (Limited).	Manufacturing and vending gas	20, Queen-street, Deal	8 Dec.	-	-	-	-	14,000	1,400	1,200	10 - -	12,000 - -	72	- ditto.
206	Eaglebrook Mining Company (Limited).	Working a mine upon the cost-book system, under the name of the Eaglebrook Mine.	33, Great Winchester-street, City.	1863: 4 Feb.	-	-	-	-	20,000	1,000	976	16 17 -	16,327 - -	33	- ditto.
207	Fence Colliery Company (Limited).	Raising and vending of coal and ironstone.	Near Rotherham, York	21 March	-	-	-	-	20,000	400	400	25 - -	7,600 - -	20	- ditto.
208	Leominster Gas and Coke Company (Limited).	Lighting the town of Leominster with gas.	Works in the Marsh, Leominster, Hereford.	27 May	-	-	-	-	5,000	500	500	10 - -	4,855 - -	41	- ditto.
209	London Parcels Delivery Company (Limited).	Conveying parcels, &c., to different parts of the metropolis.	12, Rolls Buildings, Fetter-lane, London.	9 June	-	-	-	-	30,000	10,000	10,000	2 5 -	22,500 - -	43	- ditto.
210	Reigate Gas Company (Limited)	Supplying the town of Reigate with gas.	Old Bank, Market square, Reigate.	22 July	-	-	-	-	5,810	581	581	10 - -	5,810 - -	26	- ditto.
211	Northwich Gas Light and Coke Company (Limited).	Supplying the town of Northwich with gas.	Crumb Hill, Northwich, Chester.	28 Aug.	-	-	-	-	5,565	371	371	15 - -	5,565 - -	65	- ditto.
212	Moreton-in-Marsh Gas and Coke Company (Limited).	Supplying the town of Moreton-in-Marsh with gas.	Moreton-in-Marsh, Gloucester.	31 Aug.	-	-	-	-	1,500	150	150	9 2 6	1,368 15 -	24	- ditto.
213	Daventry Gas and Coke Company (Limited).	Lighting the town of Daventry with gas.	Daventry, Northampton	16 Nov.	-	-	-	-	2,500	125	125	20 - -	2,500 - -	32	- ditto.
214	Linares Lead Mining Company (Limited).	Working lead mines in the district of Linares, Spain.	5, Queen-street Place, Upper Thames-street, E.C.	8 Dec.	-	-	-	-	45,000	15,000	15,000	3 - -	45,000 - -	264	- ditto.
215	Sutton, Southcoates, and Drypool Gas Light Company (Limited).	Manufacturing and selling gas	Sitwell-street, Sutton, Kingston-upon-Hull.	18 Dec.	-	-	-	-	12,000	600	600	20 - -	12,000 - -	40	- ditto.
216	London Labourers' Dwellings Society (Limited).	Improving the dwellings of the labouring classes.	9, Calvert-street, St. George's-in-the-East, London.	29 Dec.	-	-	-	-	50,000	500	60	100 - -	6,000 - -	11	- ditto.
217	Halifax Commercial Banking Company (Limited).	Forming a joint stock bank	30, Silver-street, Halifax, York.	1864: 1 Jan.	-	-	-	-	300,000	15,000	8,859	10 - -	300,000 - -	163	- ditto.
218	Slough Gas and Coke Company (Limited).	Lighting the town of Slough with gas.	Slough, Bucks	29 Jan.	-	-	-	-	3,400	340	340	10 - -	3,400 - -	31	- ditto.
219	Hafod-y-Morfa, or Prince of Wales Gold and Silver Lead Mining Company (Limited).	Mining in Wales	George-street, Sheffield, York.	15 Feb.	-	-	-	-	18,000	1,800	900 878	8 15 - 3 15 -	18,000 - -	48	- ditto.
220	Union Plate Glass Company (Limited).	Manufacturing and selling plate and other glass.	Pocket Nook, St. Helens, Lancaster.	15 Feb.	-	-	-	-	131,101*l.* 14*s.*	5,879	5,879	22 6 -	131,101 14 -	105	- ditto.
221	Slaithwaite Gas Light Company (Limited).	Lighting the town of Slaithwaite with gas.	Gas Works, Slaithwaite	24 Feb.	-	-	-	-	2,970	594	594	5 - -	2,970 - -	49	- ditto.
222	Bridlington Gas Light Company (Limited).	Supplying and lighting with gas the town of Bridlington.	Gas Works, Bridlington	5 March	-	-	-	-	5,200	520	520	10 - -	5,200 - -	32	- ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently Registered under those Acts as Unlimited Companies.

N.B.—As these Companies were formed by Deed of Settlement, or otherwise than by Memorandum of Association, the requirements of the Order as to the Number of Persons who signed the Memorandum of Association are inapplicable, and cannot be supplied.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857:			1856:			£.			£. s. d.	£. s. d.		
1	British Equitable Investment Company.	Receiving money on deposit, &c.	47, King William-street, London.	1 Aug.	-	-	100,000	1,000	1,000	10 - -	9,057 10 -	78	Still in operation.
2	Rothwell Gas Light Company	Supplying Rothwell, Yorkshire, with gas.	Rothwell, Yorkshire	5 Aug.	-	-	2,500	500	400 100	5 - - 3 10 -	2,350 - -	39	- ditto.
3	Snaith Gas Company	Supplying Snaith and its vicinity with gas.	Snaith, Yorkshire	21 Aug.	-	-	1,700	340	340	5 - -	1,700 - -	40	- ditto.
4	Stockport Waterworks Company	To supply water to the borough of Stockport and its neighbourhood.	Stockport, Lancashire	28 Aug.	-	-	60,000	6,000	5,114	10 - -	51,140 - -	30	- ditto.
5	Lincolnshire Patent Twitch Paper and Mill Board Company.	Paper making	Helpston, Northampton	1 Sept.	-	-	20,000	200	200	100 - -	20,000 - -	27	No longer in operation.
6	East Dereham Corn Exchange Company.	Providing a corn exchange at East Dereham, Norfolk.	East Dereham, Norfolk	1 Sept.	-	-	5,000	250	250	20 - -	5,000 - -	68	Still in operation.
7	Winchester Gas Light, Coke, and Coal Company.	Supplying Winchester with gas, &c.	Staple Garden, Winchester.	2 Sept.	-	-	19,000	380	380	50 - -	19,000 - -	62	- ditto.
8	South Devon Shipping Company.	Conveyance of merchandise and passengers in ships and vessels.	1, Exchange-street, Plymouth, Devonshire.	4 Sept.	-	-	50,000	1,000	603	35 - -	21,105 - -	109	- ditto.
9	Birmingham Music Hall Company.	To erect a hall to be let for meetings, &c.	Broad-street, Birmingham	4 Sept.	-	-	6,000	600	600	20 - -	5,382 - -	49	No longer in operation.
10	Uxbridge and Hillingdon Gas Consumers' Company.	Making and vending gas	High-street, Uxbridge, Middlesex.	5 Sept.	-	-	11,000	1,100	586	10 - -	5,860 - -	52	Incorporated by Act of Parliament.
11	Melton Mowbray Corn Exchange and Public Rooms Company.	To provide a corn exchange and public rooms at Melton Mowbray.	Nottingham-street, Melton Mowbray.	10 Sept.	-	-	3,000	600	Not stated	5 - -	5 - -	96	Still in operation.
12	Leicester Temperance Hall Company.	Erecting a building and letting same to temperance and other societies.	Friar-lane, Leicester	12 Sept.	-	-	8,500	850	Old, 550 New, 300	10 - - 6 13 4	7,888 19 4	133	- ditto.
13	Chelmsford Gas Light and Coke Company.	Lighting the town and neighbourhood of Chelmsford with gas.	Chelmsford, Essex	15 Sept.	-	-	15,000	400	100 100 200	50 - - 10 - - 25 - -	11,000 - -	55	- ditto.
14	Belper Gas and Coke Company	To supply Belper with gas	Mr. Thomas Ingle, Belper	15 Sept.	-	-	4,000	400	3,500	10 - -	3,500 - -	46	- ditto.
15	Maryport Public Building Company.	Providing a hall, &c. at Maryport, Cumberland.	High-street, Maryport, Cumberland.	15 Sept.	-	-	2,000	1,000	714	2 - -	1,321 15 -	66	- ditto.
16	Haslingden Gas Light and Coke Company.	Supplying Haslingden, in the county of Lancaster, with gas.	Carr-street, Haslingden, Lancashire.	16 Sept.	-	-	10,000	1,666⅔	662 343	6 - - 4 - -	5,344 - -	64	Dissolved by Act of Parliament, and new Company incorporated in its stead.
17	Canterbury Music Hall Company	For carrying on the business of the "Mermaid Inn," and establishing a music room for concerts, and other purposes.	Canterbury	16 Sept.	-	-	2,500	250	250	10 - -	2,500 - -	71	Still in operation.

18	Atherstone Corn Exchange -	To provide a corn exchange for the town of Atherstone.	North-street, Atherstone, Warwickshire.	16 Sept.	-	-	-	1,800	900	900	2 - -	1,800 - -	88	-	ditto.
19	Tonbridge Stock and Cattle Market Company.	Providing suitable buildings at Tonbridge, Kent, for the sale of cattle.	High-street, Tonbridge -	17 Sept.	-	-	-	2,500	500	423	5 - -	2,115 - -	55	-	ditto.
20	Great Yarmouth Gas Light and Coke Company.	Lighting the town of Great Yarmouth with gas.	King-street, Great Yarmouth, Norfolk.	20 Sept.	-	-	-	27,000	1,600	Orig., 800	27 - -	27,000 - -	52	-	ditto.
										New, 800	6 15 -				
21	Claughton Garth Mill Company	Scribbling wool, fulling cloth, and dyeing.	Pudsey, near Leeds, Yorkshire.	23 Sept.	-	-	-	2,500	100	100	25 - -	2,500 - -	40	-	ditto.
22	Birmingham Plate and Crown Glass Company.	To manufacture and sell plate, crown, and other glass.	Smethwick, Harbonne, Staffordshire.	24 Sept.	-	-	-	119,375	4,775	4,655	25 - -	118,775 - -	49	Dissolved.	
23	Wimbledon Gas Light and Coke Company.	Supplying the town of Wimbledon with gas and coke.	Wimbledon, Surrey -	26 Sept.	-	-	-	7,500	750	600	10 - -	7,125 - -	42	Still in operation.	
										150	7 10 -				
24	Barton Gas Company - -	Lighting the town and neighbourhood of Barton with gas.	Whitecross-street, Barton-upon-Humber, Lincolnshire.	27 Sept.	-	-	-	4,500	2,250	2,063	2 - -	4,156 - -	47	-	ditto.
25	Liverpool Building Land Company.	Purchasing land and building houses thereon	7, Clayton-square, Liverpool.	29 Sept.	-	-	-	15,000	300	287	50 - -	14,199 - -	40	No longer in operation.	
26	Bishop's Auckland Gas Company	Lighting Bishop's Auckland and the neighbourhood with gas.	Brougham-place, Bishop's Auckland, Durham.	29 Sept.	-	-	-	5,000	1,000	996	3 10 -	3,483 10 -	36	Still in operation.	
27	Hailsham Gas Company - -	Carrying on the business of a gas company.	Hailsham, Surrey - -	29 Sept.	-	-	-	1,400	140	140	10 - -	1,400 - -	16	-	ditto.
28	Mansfield-Woodhouse Gas Light and Coke Company.	Supplying Mansfield-Woodhouse, Nottinghamshire, with gas and coke.	Mansfield-Woodhouse, Nottingham.	30 Sept.	-	-	-	2,050	205	200	6 - -	1,230 - -	15	-	ditto.
29	Brackley Gas Light and Coke Company.	The making and vending gas, coke, tar, &c.	Market-square, Brackley, Northampton.	30 Sept.	-	-	-	2,000	320	160	10 - -	1,608 - -	35	-	ditto.
										160	- 1 -				
30	Bridlington Quay Public Rooms Association.	Erecting a library and reading rooms, &c.	Bridlington Quay, Yorkshire.	30 Sept.	-	-	-	5,000	500	428	10 - -	Not stated -	63	Dissolved.	
31	Newtown Gas and Coke Company.	Supplying the town of Newtown and suburbs with gas.	Newtown, Montgomeryshire.	30 Sept.	-	-	-	2,500	250	250	10 - -	2,500 - -	31	Still in operation.	
32	Odiham Gas and Coke Company	Supplying Odiham with gas - -	Odiham, Southampton -	1 Oct.	-	-	-	2,000	200	200	10 - -	2,000 - -	33	-	ditto.
33	Northern Loan Association -	Lending money - - - - -	Paradise-street, Liverpool	1 Oct.	-	-	-	12,000	1,000	1,000	12 - -	12,000 - -	110	-	ditto.
34	Thetford Gas Company - -	Supplying Thetford with gas -	Gas Works, Thetford -	2 Oct.	-	-	-	2,500	250	250	10 - -	2,500 - -	35	-	ditto.
35	High Wycombe Gas Light and Coke Company.	Supplying the town of High Wycombe with gas.	High Wycombe - -	2 Oct.	-	-	-	3,700	741	616	5 - -	3,080 - -	53	-	ditto.
36	Eastbourne Gas Company -	To manufacture and supply gas within the parish of Eastbourne.	7, Terrace, Eastbourne, Sussex.	3 Oct.	-	-	-	22,000	2,200	550	10 - -	5,500 - -	54	-	ditto.
37	Higham Ferrers Gas and Coke Company.	Supplying the town and neighbourhood of Higham Ferrers with gas.	Higham Ferrers, Northampton.	3 Oct.	-	-	-	1,500	150	150	10 - -	1,500 - -	21	-	ditto.
38	Sandwich Gas and Coke Company.	Making and vending, in the town of Sandwich and its neighbourhood, gas, coke, &c.	Strand-street, Sandwich, Kent.	3 Oct.	-	-	-	4,000	400	381	10 - -	3,810 - -	41	-	ditto.
39	Frome-Selwood Gas and Coke Company.	Supplying Frome-Selwood, Somerset, with gas and coke.	Cort-street, Frome-Selwood, Somersetshire.	4 Oct.	-	-	-	8,000	320	320	25 - -	7,200 - -	46	-	ditto.
40	Hop Planters' Joint Stock Company.	Warehousing, &c., of hops - -	Calvert's-buildings, Southwark.	6 Oct.	-	-	-	50,000	2,500	1,158	10 - -	11,580 - -	57	-	ditto.
41	Grantham Corn Exchange Company.	Providing a building in Grantham, to be used as a public corn exchange.	Grantham Corn Exchange, Lincolnshire.	6 Oct.	-	-	-	4,200	420	420	10 - -	4,200 - -	64	-	ditto.
42	Fakenham Corn Exchange and Subscription Rooms.	Providing, in the town of Fakenham, Norfolk, a corn exchange, &c.	Fakenham, Norfolk -	8 Oct.	-	-	-	4,000	160	160	25 - -	4,000 - -	65	-	ditto.
43	Kirkby Lonsdale Gas Company	Lighting the town of Kirkby Lonsdale with gas.	Kirkby Lonsdale, Westmoreland.	8 Oct.	-	-	-	1,000	200	193	5 - -	965 - -	26	-	ditto.
44	Corn Exchange of Market Rasen Association.	To provide a corn exchange at Market Rasen, Lincoln.	Market-place, Market Rasen, Lincoln.	10 Oct.	-	-	-	1,700	340	382	5 - -	1,465 - -	58	Dissolved.	
45	Market Rasen Corn Exchange Company.	To provide a corn exchange at Market Rasen.	Market-place, Market Rasen, Lincoln.	10 Oct.	-	-	-	200	200	181	10 - -	1,830 - -	69	-	ditto.
46	Crowland Gas and Coke Company.	Making and supplying gas and coke	Crowland, Lincolnshire -	13 Oct.	-	-	-	1,500	300	251	5 - -	1,255 - -	41	Still in operation.	

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently Registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
47	Whitchurch and Dodington Gas Light and Coke Company.	Supplying Whitchurch, Salop, with gas.	High-street, Whitchurch, Salop.	14 Oct.	- -	- -	4,500	450	300 141	10 - - 8 - -	4,128 - -	45	Still in operation.
48	Ringwood Gas Light and Coke Company.	Supplying the town of Ringwood with gas, and sell coke.	Friday's Cross, Ringwood	14 Oct.	- -	- -	1,800	180	180	10 - -	1,800 - -	27	- ditto.
49	Ampthill Gas and Coke Company.	Supplying Ampthill with gas -	Ampthill, Bedfordshire -	14 Oct.	- -	- -	1,700	170	170	10 - -	1,700 - -	21	- ditto.
50	Central Loan Association - -	Lending money - - - - -	Nelson Chambers, Liverpool.	14 Oct.	- -	- -	10,080	840	840	12 - -	10,080 - -	105	- ditto.
51	Liverpool Phœnix Loan Company.	Lending money on personal or other security.	Nelson Chambers, 9, Paradise-street, Liverpool, Lancaster.	14 Oct.	- -	- -	60,000	2,400	702	12 10 -	8,644 16 -	72	- ditto.
52	Wigan Gas Meter and Fitting Company.	Gas fitters - - - - -	Chapel-lane, Wigan -	14 Oct.	- -	- -	6,250	2,500	2,500	2 10 -	6,250 - -	91	No longer in operation.
53	Southwold Gas Light Company	Supplying Southwold, in the county of Suffolk, with gas.	Southwold - - -	14 Oct.	- -	- -	1,500	300	300	5 - -	1,500 - -	32	Still in operation.
54	Melbourne Gas Light and Coke Company.	Making and vending gas and coke in the town and neighbourhood of Melbourne, Derbyshire.	Chapel-street, Melbourne, Derbyshire.	15 Oct.	- -	- -	2,200	220	220	10 - -	10 - -	40	- ditto.
55	Evesham Gas Light and Coke Company.	For lighting Evesham and neighbourhood with gas.	Evesham - - -	15 Oct.	- -	- -	7,000	700	700	10 - -	7,000 - -	32	- ditto.
56	Bingham Gas Light and Coke Company.	Supplying Bingham and its neighbourhood with gas, &c.	Bingham, Notts -	15 Oct.	- -	- -	2,000	200	200	10 - -	2,000 - -	22	- ditto.
57	Eccleshall Gas Company - -	To manufacture gas, &c., and light the town and neighbourhood of Eccleshall.	Stafford-street, Eccleshall, Stafford.	15 Oct.	- -	- -	1,000	100	100	10 - -	1,000 - -	18	- ditto.
58	Brightside Coal Company - -	Raising and selling coal, and dealing in coal, coke, &c.	Sheffield - - -	15 Oct.	- -	- -	4,000	160	180	25 - -	2,250 - -	21	Dissolved.
59	Kingsbridge Public Rooms Company.	To erect buildings, and let same for public meetings, &c.	Kingsbridge - - -	17 Oct.	- -	- -	2,000	200	176	8 11 -	1,504 16 -	82	Still in operation.
60	Wayland Hall Company - -	Providing a building in the town of Watton, in Norfolk, to be used as a market, and for other purposes.	Wayland Hall, Watton, Norfolk.	17 Oct.	- -	- -	800	160	160	5 - -	800 - -	35	- ditto.
61	Salisbury Gas Light and Coke Company.	Lighting with gas the city of Salisbury, in the county of Wilts.	Fisherton Anger, Salisbury, Wilts.	17 Oct.	- -	- -	11,000	560	320 240	25 - - 12 10 -	11,000 - -	47	- ditto.
62	Coosheen Copper Mining Company.	Mining at Coosheen, Cork, Ireland	No. 62, Moorgate-street. London.	17 Oct.	- -	- -	5,890	20,000	5,400	1 - -	5,890 - -	11	Dissolved.
63	Herculanæum Building Company	House building - - - - -	Grafton-street, Toxteth-park, Liverpool.	18 Oct.	- -	- -	15,000	150	83½	48 - -	3,667 19 5	45	No longer in operation.
64	Seaham Harbour Waterworks Company.	To supply the town of Seaham, &c., with water.	North-terrace, Seaham Harbour.	18 Oct.	- -	- -	2,500	500	500	5 - -	2,500 - -	32	Still in operation.
65	Durham Water Company (Limited).	Supplying the borough of Durham with water.	Durham - - -	18 Oct.	- -	- -	22,000	4,400	4,000 400	5 - - 2 10 -	20,956 10 -	124	- ditto.
66	Framlingham Gas Company -	Supplying Framlingham with gas and coke.	Framlingham, Suffolk -	18 Oct.	- -	- -	1,400	280	280	5 - -	1,400 - -	46	- ditto.
67	Birmingham and General Loan and Deposit Company.	To lend money on personal security, and to borrow or receive deposits of money.	73, Edmund-street, Birmingham.	20 Oct.	- -	- -	30,000	3,000	1,000 1,000 877	8 - - 6 - - 1 - -	14,776 - -	35	- ditto.

68	Sedbergh Gas and Coke Company.	Lighting Sedbergh with gas	Sedbergh	20 Oct.	-	-	-	1,200	240	240	5 - -	1,200 - -	22	- ditto.
69	Tring Gas Light and Coke Company.	Making and vending, in the town of Tring, gas and coke.	Tring, Herts	20 Oct.	-	-	-	2,750	275	275	10 - -	2,750 - -	52	- ditto.
70	Wokingham Gas and Coke Company.	Supplying Wokingham with gas and coke.	Wokingham, Berks	20 Oct.	-	-	-	2,100	210	210	10 - -	2,100 - -	42	- ditto.
71	Stratford-upon-Avon Corn Exchange Company.	To provide a corn exchange at Stratford-upon-Avon.	Stratford-upon-Avon, Warwick.	20 Oct.	-	-	-	1,400	350	350	4 - -	1,400 - -	60	- ditto.
72	Baldwin, Brown, & Company	Scribbling wool, fulling cloth, and dyeing.	Yeadon, Guiseley, Yorkshire.	20 Oct.	-	-	-	5,200	160	160	32 - -	5,200 - -	50	- ditto.
73	Great Marlow Gas and Coke Company.	Supplying gas to Great Marlow, in the county of Bucks.	Great Marlow	21 Oct.	-	-	-	2,100	210	210	10 - -	2,100 - -	24	- ditto.
74	Birmingham General Cemetery Company.	To provide a general cemetery at Kaye.	Birmingham General Cemetery, Key-hill, Birmingham.	21 Oct.	-	-	-	12,000	1,200	1,103	10 - -	11,030 - -	56	- ditto.
75	Castleford Gas Light Company	Making and supplying gas to the town of Castleford.	Weldale-lane, Castleford	21 Oct.	-	-	-	2,250	450	408	5 - -	2,040 - -	30	- ditto.
76	Swinton and Mexborough Gas Company.	Supplying Swinton and Mexborough with gas.	Swinton	21 Oct.	-	-	-	5,000	1,000	1,000	5 - -	5,000 - -	70	- ditto.
77	Dronfield Gas Light and Coke Company.	Supplying Dronfield, in the county of Derby, with gas.	Dronfield, Derby	21 Oct.	-	-	-	2,200	440	440	5 - -	2,200 - -	42	- ditto.
78	Bicester Gas, Coke, and Coal Company.	Supplying Bicester with gas	Bicester, Oxon	21 Oct.	-	-	-	2,400	240	240	10 - -	2,400 - -	27	- ditto.
79	Belford Joint Stock Gas Company.	Supplying Belford with gas	Church-street, Belford, Northumberland.	22 Oct.	-	-	-	900	300	300	3 - -	900 - -	39	- ditto.
80	Wrexham Market Hall Company.	Erecting a market-hall at Wrexham	Market Hall, Wrexham, Denbigh.	22 Oct.	-	-	-	5,000	500	500	10 - -	5,000 - -	64	- ditto.
81	Lee Moor Porcelain Clay Company.	The preparation and sale of porcelain clay.	Merafield, near Plympton, Devon.	22 Oct.	-	-	-	100,000	4,000	4,000	22 10 -	18,025 - -	22	- ditto.
82	Nottingham Church Cemetery Company.	To establish and maintain a cemetery or burial ground.	Wheeler Gate, St. Peter, Nottingham.	22 Oct.	-	-	-	5,250	1,000	959	5 5 -	5,028 12 -	177	- ditto.
83	Ilkley Wells Hydropathic Company.	To provide suitable buildings, &c., for a hydropathic establishment at Ilkley, Yorkshire.	Ilkley Wells	22 Oct.	-	-	-	25,000	326	Orig., 200 New, 126	100 - - 25 - -	23,150 - -	122	- ditto.
84	Gorleston and Southtown Gas Light and Coke Company.	For lighting the locality of Gorleston and Southtown with gas.	Southtown, Great Yarmouth.	22 Oct.	-	-	-	3,500	350	338	10 - -	3,380 - -	43	- ditto.
85	Windermere Iron Steamer Company.	Steam navigation on the Lake of Windermere.	Millerbrow, Windermere, Westmoreland.	23 Oct.	-	-	-	2,000	40	62	No return	No return -	26	Dissolved.
86	Crystal Palace District Gas Company.	Supplying Norwood and neighbourhood with gas.	1, Adelaide-place, London Bridge.	23 Oct.	-	-	-	50,000	5,000	3,426	10 - -	32,710 - -	154	Incorporated by Act of Parliament.
87	Wilton Gas, Coke, and Coal Company.	To supply Wilton, in the county of Wilts, with gas.	Town Hall, Wilton	23 Oct.	-	-	-	2,400	240	240	10 - -	2,400 - -	31	Still in operation.
88	Cheadle (Staffordshire) Waterworks Company.	Supplying Cheadle, Staffordshire, with gas.	Cheadle, Staffordshire	23 Oct.	-	-	-	4,000	400	400	10 - -	4,000 - -	44	- ditto.
89	Madeley Gas Light Company	To supply gas to the town of Madeley, Salop.	Madeley, Salop	23 Oct.	-	-	-	1,500	300	300	5 - -	1,500 - -	25	- ditto.
90	Boston Corn Exchange Company.	To provide and maintain a building in the town of Boston, to be used for a corn exchange.	Market-place, Boston, Lincoln.	24 Oct.	-	-	-	8,000	800	754	10 - -	7,540 - -	167	- ditto.
91	Longtown Gas and Coke Company.	To light the town of Longtown, Cumberland, and places adjacent, with gas.	Longtown, Cumberland	24 Oct.	-	-	-	1,200	600	600	2 - -	1,200 - -	51	- ditto.
92	Bradford Cemetery Company	The establishment of a burial-place or burial-places, for persons of all religious denominations.	Old Savings Bank, Kirkgate, Bradford.	24 Oct.	-	-	-	7,000	1,400	1,400	5 - -	7,000 - -	97	- ditto.
93	Hampton Court United Gas Company.	To supply the parish of Hampton, Middlesex, with gas.	Red Lion Inn, Hampton, Middlesex.	24 Oct.	-	-	-	9,500	950	950	10 - -	10 - -	41	- ditto.
94	Liverpool Loan Company	Lending money	Lord street Chambers, Liverpool.	24 Oct.	-	-	-	20,000	2,000	2,000	10 *l.* on 100 and 10 *s.* on others.	14,961 - -	109	Dissolved.
95	Alton Gas and Coke Company	Supplying Alton with gas	Alton, Hants	24 Oct	-	-	-	2,500	250	250	10 - -	2,500 - -	50	Still in operation.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1856:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
96	Wetherby Gaslight Company	Lighting the streets in or near Wetherby with gas, or any other material.	Wetherby, Yorkshire -	25 Oct. -	- -	- -	1,000	200	200	5 - -	1,000 - -	17	Still in operation.
97	Wrexham Gas and Coke Company.	Making gas, and lighting the town of Wrexham and adjacent parts, and selling coke.	Willow-road, Wrexham, Denbigh.	25 Oct. -	- -	- -	9,000	1,800	1,800	15 - -	8,987 - -	65	- ditto.
98	Chesham Gas and Coke Company.	Supplying Chesham with gas -	Chesham, Bucks - -	25 Oct. -	- -	- -	2,300	230	230	10 - -	2,230 - -	37	- ditto.
99	Coventry Corn Exchange and Public Rooms Company.	To provide a building to be used as a corn exchange, &c., at Coventry.	King's Head Inn, Smithford - street, Coventry.	25 Oct. -	- -	- -	10,000	2,000	2,000	5 - -	10,000 - -	108	- ditto.
100	Leatherhead Gas Company -	To manufacture gas, and supply same.	Bridge-street, Leatherhead.	25 Oct. -	- -	2,700	2,700	270	270	10 - -	2,660 - -	37	- ditto.
101	Haslingden Commercial Company.	To spin, manufacture, and sell spun cotton.	Blackburn-road, Haslingden.	27 Oct. -	- -	- -	60,000	6,000	576	10 - -	5,422 13 -	204	Dissolved.
102	Melksham Market Company -	Building a market at Melksham	Bank-street, Melksham	27 Oct. -	- -	- -	3,040	152	152	20 - -	3,040 - -	72	Still in operation.
103	Carlisle Joint Stock Waterworks Company.	Supplying Carlisle with water -	Carlisle - - -	27 Oct. -	- -	- -	20,000	2,000	2,000	10 - -	20,000 - -	115	- ditto.
104	Kidderminster Public Rooms and Corn Exchange Company.	The erection of building for public meetings and Corn Exchange, &c., at Kidderminster.	Guildhall, Kidderminster.	27 Oct. -	- -	- -	5,000	500	496	10 - -	4,940 4 -	123	- ditto.
105	Holyhead Gas Company -	Supplying Holyhead with gas -	Holyhead, Anglesey -	27 Oct. -	- -	- -	4,800	960	960	5 - -	4,800 - -	23	- ditto.
106	Sowerby Bridge Gas Company	- - - -	Sowerby Bridge - -	27 Oct. -	- -	- -	8,912	827	827	12 - -	8,912 - -	52	Incorporated by Act of Parliament.
107	Barnsley Corn Exchange and Market House Company.	To provide a building suitable for a corn exchange and market hall, &c., at Barnsley.	Barnsley - - -	27 Oct. -	- -	- -	3,000	600	496	5 - -	2,335 - -	38	- ditto.
108	Liverpool Imperial Loan and Investment Company.	Life assurance, and lending money	28, Gloucester - street, Liverpool.	27 Oct. -	- -	- -	20,000	1,000	534	20 - -	10,664 - -	54	- ditto.
109	Horncastle Corn Exchange Company.	To provide a corn exchange and other buildings at Horncastle, in Lincolnshire.	Horncastle, Lincoln -	27 Oct. -	- -	- -	3,500	700	700	5 - -	3,500 - -	105	Still in operation.
110	Deal and Walmer Gaslight and Coke Company.	Supplying gas, coke, &c., to the parishes of Deal and Walmer.	20, Queen-street, Deal	27 Oct. -	- -	- -	14,000	1,400	1,200	10 - -	12,000 - -	71	- ditto.
111	Nottingham Corn Exchange Company.	To erect in Nottingham a corn exchange.	Thurland - street, Nottingham.	27 Oct. -	- -	- -	5,000	500	500	10 - -	5,000 - -	44	- ditto.
112	Needham Market Gaslight Company.	Supplying Needham Market, in the county of Suffolk, with gas.	Needham Market, Suffolk.	28 Oct. -	- -	- -	2,000	200	185	10 - -	1,850 - -	28	- ditto.
113	Kingston Cotton Mill Company.	Purchasing, selling, and manufacturing cotton.	Cumberland - street, Kingston.	28 Oct. -	- -	- -	250,000	2,500	2,157	90 - -	194,130 - -	200	- ditto.
114	Luton Town Hall Company -	To provide a town hall at Luton	George - street, Luton, Bedford.	28 Oct. -	- -	- -	6,000	600	332	10 - -	3,320 - -	78	- ditto.
115	Staindrop Gas Company -	The manufacture of gas - -	Staindrop, Durham -	28 Oct. -	- -	- -	1,200	240	196	5 - -	980 - -	19	- ditto.
116	Willenhall Waterworks Company.	Supplying the town of Willenhall and neighbourhood with water.	Stafford-street, Willenhall.	28 Oct. -	- -	- -	4,600	920	920	5 - -	5 - -	72	No longer in operation.

117	North Devon Shipping Company.	Building ships, and employing same in the foreign or coasting trade.	2, New Quay, Liverpool.	28 Oct.	-	-	-	-	60,000	3,000	1,015	20 – –	20,300 – –	36	- ditto.
118	Wellington Market Hall Company.	To provide a market-hall at Wellington.	No return - - -	28 Oct.	-	-	-	-	5,000	200	200	13 – –	2,600 – –	32	Still in operation.
119	Company of Proprietors of St. George's Hall, Stonehouse.	Providing a public hall for holding meetings, &c.	St. George's-hall, Stonehouse, Devon.	28 Oct.	-	-	-	-	3,500	3,500	2,906	1 – –	2,906 – –	175	- ditto.
120	Wellington Waterworks Company.	Supplying Wellington, Salop, with water.	New-street, Wellington	28 Oct.	-	-	-	-	4,500	450	450	10 – –	4,500 – –	46	Incorporated by Act of Parliament.
121	Wellington Coal and Gaslight Company.	Supplying Wellington, &c. with gas, and dealing in coals, &c.	- ditto - - -	28 Oct.	-	-	-	-	4,500	450	450	10 – –	4,500 – –	32	- ditto.
122	Combined Vapour Engine Company.	To bring into operation certain improvements in engines to be worked by gas-vapour, or steam.	471, Bedford-row, Middlesex.	28 Oct.	-	-	-	-	250,000	12,500	13,094	20 – –	7,600 – –	78	No longer in operation.
123	Dorking Villa Building Company.	Building houses - - -	East-street, Dorking, Surrey.	28 Oct.	-	-	-	-	5,000	200	200	25 – –	5,000 – –	28	Still in operation.
124	Braintree Market House Company.	To provide a market-house at Braintree.	Bank-street, Braintree -	28 Oct.	-	-	-	-	3,000	120	120	25 – –	3,000 – –	47	- ditto.
125	Wooler Gaslight Company -	Supplying Wooler, in the county of Northumberland, with gas.	Bleachfield, Wooler -	28 Oct.	-	-	-	-	1,400	200	202	7 5 –	1,463 10 –	29	- ditto.
126	Wolverhampton Union Flour and Bread Company.	Buying and grinding corn, and making and dealing in grain, flour and bread.	Union Mill-road, Wolverhampton.	28 Oct.	-	-	-	-	26,934	13,467	13,432	2 – –	26,864 – –	300	- ditto.
127	Dalston Joint Stock Brewery Company.	Common brewers and maltsters -	Dalston, near Carlisle, Cumberland.	29 Oct.	-	-	-	-	1,925	77	77	18 15 –	1,443 15 –	41	- ditto.
128	Rochdale Public Hall Company.	Providing a public hall at Rochdale.	Rochdale public hall, Rochdale.	29 Oct.	-	-	-	-	2,982	426	426	7 – –	2,982 – –	78	- ditto.
129	Thame Gas and Coke Company	The making and vending of gas in Thame.	Thame - - -	29 Oct.	-	-	-	-	2,000	200	200	10 – –	1,942 15 –	31	- ditto.
130	Castle Cary Market House Company.	Providing a market-house, &c. at Castle Cary.	Market-house, Castle Cary.	29 Oct.	-	-	-	-	2,500	200	198	12 10 –	2,475 – –	55	- ditto.
131	Hitchin Market Company -	Providing a market-house, &c. in Hitchin.	Market-place, Hitchin, Herts.	29 Oct.	-	-	-	-	4,000	200	192	20 – –	3,840 – –	49	- ditto.
132	Horsforth Gas Company -	To supply Horsforth, Yorkshire, and its neighbourhood, with gas.	Not stated - - -	29 Oct.	-	-	-	-	4,200	1,680	1,680	2 10 –	4,200 – –	65	- ditto.
133	Romford Gas and Coke Company.	Lighting Romford with gas -	Hornchurch-lane, Romford, Essex.	29 Oct.	-	-	-	-	12,000	2,400	2,400	5 – –	10,720 – –	30	- ditto.
134	Tottenham and Edmonton Gaslight and Coke Company.	Supplying Tottenham and Edmonton with gas.	Pharos-lane, Marsh-lane, Edmonton.	29 Oct.	-	-	-	-	25,000	5,000	5,000	5 – –	24,254 – –	99	Incorporated by Act of Parliament.
135	Kirkby Lonsdale Market House and Public Building Company.	Providing a market house at Kirkby Lonsdale.	Kirkby Lonsdale, Westmoreland.	29 Oct.	-	-	-	-	1,850	370	283	5 – –	1,325 – –	45	Still in operation.
136	South Essex Gaslight and Coke Company.	Supply the parishes of Leyton, Walthamstow, Leystone, Wanstead, &c. with gas.	Lea Bridge-road, Leyton, Essex.	29 Oct.	-	-	-	-	10,000	2,000	1,350	5 – –	3,400 – –	54	- ditto.
137	Woodside Mill Company -	Scribbling and carding of wool, and fulling of cloth.	Woodside, Horsforth, Yorkshire.	29 Oct.	-	-	-	-	4,000	160	160	25 – –	25 – –	34	- ditto.
138	Salcombe Market House and Public Rooms Company.	To purchase a building for a market-house, &c.	Salcombe market-house, Salcombe.	29 Oct.	-	-	-	-	550	110	110	5 – –	550 – –	97	- ditto.
139	Yeadon and Guiseley Gaslight and Coke Company.	Lighting Yeadon and Guiseley with gas.	Old school-room, Yeadon.	30 Oct.	-	-	-	-	10,050	3,350	1,675 1,675	4 – – – 5 –	7,118 15 –	200	- ditto.
140	Leeds Stock Exchange Buildings Company.	To erect a stock exchange building, and let same.	Leeds Stock Exchange, Albion-place, Leeds.	30 Oct.	-	-	-	-	14,000	280	250	50 – –	12,500 – –	56	- ditto.
141	Chester Music Hall Company -	To provide a building to be used for concerts, &c. at Chester.	Chester - - -	30 Oct.	-	-	-	-	4,000	800	693	5 – –	3,377 – –	124	No longer in operation.
142	Woodstock Gaslight and Coal Company.	Supplying the town of New Woodstock, and places adjacent therewith, with gas, coke, and coal, &c.	Woodstock, Oxford -	30 Oct.	-	-	-	-	1,650	660	660	2 10 –	1,650 – –	38	Still in operation.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1856 :			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
143	Chertsey Town Hall Building Company.	Erecting a town hall, &c. - -	Grazebrook, Chertsey -	30 Oct. -	- -	- -	1,850	185	185	10 - -	1,850 - -	52	Still in operation.
144	Warminster Gas and Coke Company.	To manufacture and supply Warminster, Wilts, and its vicinity with gas.	Warminster - -	30 Oct. -	- -	- -	5,000	200	198	25 - -	25 - -	72	- ditto.
145	Braintree and Bocking Gaslight and Coke Company.	No return - - - - -	No return - - -	30 Oct. -	- -	- -	2,800	560	560	5 - -	2,800 - -	12	This Company was registered in error.
146	Bristol General Steam Navigation Company.	Steam navigation between Bristol and Dublin, Cork and Waterford, &c.	Quay, Bristol - -	30 Oct. -	- -	- -	220,000	1,100	1,100	130 - -	143,000 - -	103	- ditto.
147	Oldham New Market Company.	Providing a market at Oldham -	1, High-street, Oldham	30 Oct. -	- -	- -	5,000	1,000	968	5 - -	4,802 10 -	48	Still in operation.
148	Lichfield Market Hall and Corn Exchange Company.	To erect a market hall and corn exchange, and let same - -	Bow-street, Lichfield -	30 Oct. -	- -	- -	2,000	200	178 Pref. 70	10 - - 10 - -	2,480 - -	62	- ditto.
149	Law Reversionary Interest Society.	The purchase of reversions, life interests, and annuities on lives, &c.	68, Chancery-lane, Holborn.	30 Oct. -	- -	- -	250,000	10,000	5,000 5,000	25 - - 20 - -	224,032 10 -	272	- ditto.
150	Indurated Stone Company -	Working and granting licenses to work certain patents for indurating stone, &c.	14 and 15, St. Swithin's-lane, London, and High-street, Tunbridge Wells.	30 Oct. -	- -	- -	50,000	50,000	14,360	1 - -	8,476 8 6	33	- ditto.
151	Wallasey Gas Company -	To supply Wallasey, in the county of Chester, with gas.	3, Old Churchyard, Liverpool.	30 Oct. -	- -	- -	10,000	1,000	545	10 - -	9,550 - -	14	No longer in operation.
152	London and Penzance Serpentine Company.	To work and quarry the rock or stone, called "Serpentine," at Lizard Point, near Penzance.	17, Lincoln's-inn-fields, Middlesex.	30 Oct. -	- -	- -	10,000	2,000	2,000	5 - -	8,375 - -	28	Dissolved.
153	Bolton Baths Company - -	Erecting and maintaining public baths.	Lower Bridgman-street, Bolton.	30 Oct. -	- -	- -	4,000	800	799	5 - -	3,707 - -	145	Still in operation.
154	Union Mill Company - -	Scribbling wool, and pulling woollen cloth.	Pudsey, Yorkshire -	30 Oct. -	- -	- -	11,400	120	120	25 - -	3,000 - -	51	- ditto.
155	New Bacup and Wardle Commercial Company.	Cotton spinning and manufacturing.	Manchester, Lancashire	30 Oct. -	- -	- -	60,000	4,800	4,206	12 10 -	52,575 - -	690	- ditto.
156	Sutton, Southcoates, and Drypool Gaslight Company.	Supplying gas - - - - -	Silwell-street, Sutton, Kingston-on-Hull.	30 Oct. -	- -	- -	12,000	600	600	20 - -	1,200 - -	13	- ditto.
157	United General Bread and Flour Company for Plymouth, Stonehouse, and Devonport.	Supplying bread and flour to the shareholders of the company.	14, Newport-street, East Stonehouse, Devon.	31 Oct. -	- -	- -	7,350	7,000	-	1 1 -	2,934 15 -	2,809	Dissolved.
158	Ely Fairs and Cattle Market and Corn Exchange Company.	To erect a market-place and corn exchange at Ely.	Bray's-lane Market-place, Ely, Cambridge.	31 Oct. -	- -	- -	2,500	250	250	10 - -	2,500 - -	58	Still in operation.
159	British Sugar Refining Company.	Using and granting licenses to use certain patent processes for refining sugar.	90, Great Tower-street, London.	31 Oct. -	- -	- -	125,000	25,000	23,206	2 15 -	54,893 - -	62	Dissolved.

160	Carmarthen Public Rooms Company.	Providing public rooms at Carmarthen.	Carmarthen - -	31 Oct. -	-	-	-	-	3,400	200	Ord. 103 Pref. 80	25 - - 5 - -	2,975 - -	46	Still in operation.
161	Harrington and Workington Ship-building and Rope-making Company.	Building ships and manufacturing ropes.	Workington, Cumberland.	31 Oct. -	-	-	-		25,000	2,500	2,500	10 - -	25,000 - -	34	- ditto.
162	South Shields Gas Company -	Supplying gas to the borough and neighbourhood of South Shields.	South Shields, Durham	31 Oct. -	-	-	-	-	20,000	2,000	1,988	10 - -	19,680 - -	96	Incorporated by Act of Parliament.
163	Bridport Gas and Coke Company.	Supplying Bridport, in the county of Dorset, with gas.	South-street, Bridport -	31 Oct. -	-	-	-	-	4,500	450	450	10 - -	4,500 - -	70	Still in operation.
164	Haggate Joint Stock Commercial Company.	Manufacturing cotton, worsted, and silk.	Haggate - - -	31 Oct. -	-	-	-	-	5,000	500	207	10 - -	2,070 - -	67	- ditto.
165	Southam Gaslight, Coal, and Coke.	Supplying Southam, Warwick, with gas, coal, coke, &c.	Southam, Warwickshire	31 Oct. -	-	-	-	-	1,770	354	354	5 - -	1,770 - -	54	- ditto.
166	Crediton Public Room Company.	To erect a building at Crediton, Devon, to be used for assembly rooms, &c.	High-street, Crediton, Devon.	31 Oct. -	-	-	-	-	600	240	240	2 10 -	597 10 -	83	- ditto.
167	Knighton Gaslight, Coal, and Coke Company.	To supply the town of Knighton, in the county of Radnor, and its vicinity, with gas.	Wilcomb House, Knighton.	31 Oct.	-	-	-	-	2,000	400	200	5 - -	1,000 - -	36	- ditto.
168	Haverhill Gas and Coke Company.	To supply Haverhill, in Suffolk, with gas.	Haverhill, Suffolk	31 Oct. -	-	-	-	-	1,000	100	100	10 - -	1,000 - -	16	- ditto.
169	Aire and Calder Navigation Steam Shipping Company.	Steam navigation between Goole and any other places in the United Kingdom.	Leeds - - - -	31 Oct. -	-	-	-	-	38,750	775	756	50 - -	35,810 - -	32	Dissolved.
170	Berwick and Tweedmouth Gaslight Company.	Supplying Berwick with gas -	The Banks, Spittal, Berwick-upon-Tweed.	31 Oct. -	-	-	-	-	12,000	1,200	1,086	10 - -	10,860 - -	198	Still in operation.
171	Birmingham and Midland Counties Mutual Investment and Loan Society.	Lending money - - - -	49, Ann street, Birmingham.	31 Oct. -	-	-	-	-	69,120	576	562½	No return	No return -	435	- ditto.
172	London Cork Cutting Company	Cutting corkwood by means of machinery.	17, Mason-street, Lambeth.	31 Oct. -	-	-	-	-	25,000	2,500	1,010	10 - -	10,100 - -	12	No longer in operation.
173	Altrincham Gas Company -	Establishing gasworks in or near Altrincham, Cheshire.	Altrincham, in the county of Chester.	1 Nov. -	-	-	-	-	13,500	2,700	1,800 900	5 - - 2 - -	10,700 - -	51	Still in operation.
174	Turkish Gas Company - -	Supplying cities, &c., in Turkey, with gas.	29, Threadneedle-street, London.	1 Nov. -		-	-	-	100,000	100,000	69,930	- 2 6	8,741 5 -	9	Dissolved.
175	Dawley Gas Company - -	Supplying Dawley with gas -	Dawley, Salop - -	1 Nov. -	-	-	-	-	3,780	315	315	12 - -	3,780 - -	40	Still in operation.
176	Company of Proprietors of the Leicester Theatre.	Providing a theatre at Leicester -	Leicester Theatre -	1 Nov. -	-	-	-	-	4,000	160	105	25 - -	2,625 - -	34	- ditto.
177	New Granada Company -	Working mines in New Granada	6, Adam-court, Old Broad-street.	1 Nov. -	-	-	-	-	60,000	60,000	22,750	1 - -	22,750 - -	39	Dissolved.
178	Galvanized Iron Company -	Mining for and working iron -	3, Mansion House-place, E. C.	1 Nov. -	-	-	-	-	202,060	20,206	20,206	13 4 -	263,071 18 9	132	Still in operation.
179	Brighton Extra-mural Cemetry Company.	The interment of the dead - -	Lewes-road, Brighton, Sussex.	1 Nov. -	-	-	-	-	20,000	2,000	1,564	10 - -	15,624 - -	88	- ditto.
180	Swindon Market Company -	Establishing a market house, &c., at Swindon.	High-street, Swindon, Wilts.	1 Nov. -	-	-	-	-	1,200	240	240	5 - -	1,130 - -	32	- ditto.
181	Culchote Copper Mining Company.	Copper mining in Polk county, in the State of Tennessee, in the United States of America.	28, Poultry - - -	1 Nov. -	-	-	-	-	100,000	100,000	100,000	1 - -	100,000 - -	62	Dissolved.
182	Petersfield Gas, Coke, and Oil Company.	Supplying Petersfield with gas, coke, and oil.	28, Poultry - - -	1 Nov. -	-	-	-	-	3,000	600	380	5 - -	1,900 - -	31	Still in operation.
183	Wallingford Corn Exchange Company.	Providing a market-house in Wallingford.	Market-place, Wallingford, Berks.	1 Nov. -	-	-	-	-	2,500	500	500	5 - -	2,500 - -	64	- ditto.
184	Ilkeston Gaslight and Coke Company.	To make and sell gas and coke -	Bath-street, Ilkeston, Derbyshire.	1 Nov. -	-	-	-	-	3,012*l.* 10*s.*	482	482	6 5 -	3,012 10 -	86	- ditto.
185	New Bury Sawmill Company	Sawing, cutting, and planing timber by steam or otherwise.	Fernhill, Bury, Lancaster	1 Nov. -	-	-	-	-	10,000	1,000	550	10 - -	5,500 - -	33	- ditto.
186	Buxton Gas, Coke, and Coal Company.	Supplying the town of Buxton, Derbyshire, with gas, coke, and coal, &c.	Buxton - - -	1 Nov. -	-	-	-	-	5,090	509	509	10 - -	5,090 - -	35	- ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1856:			£.			£. s. d.	£. s. d.		
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*												
187	Cardiff Steam Navigation Company.	Establishing a communication by means of steam-packet between Cardiff and Bristol.	Cardiff	1 Nov.	-	-	15,000	3,000	2,264	5 – –	10,960 – –	260	Still in operation.
188	Second St. Peter's Fifty Pounds Money Company.	Lending money	Mechanics' Institution, Cooper-street, Manchester.	1 Nov.	-	-	10,000	200	99	50 – –	3,150 – –	59	No longer in operation.
189	St. Peter's Fifty Pounds Money Company.	Lending money	Mechanics' Institution, Cooper-street, Manchester.	1 Nov.	-	-	20,000	400	54	50 – –	6,850 – –	40	- ditto.
190	Newark-upon-Trent Waterworks Company.	Supplying Newark-upon-Trent in the county of Nottingham, with water.	Town Hall, Newark-upon-Trent, Nottingham.	1 Nov.	-	-	10,000	1,000	1,000	10 – –	10,000 – –	70	Still in operation.
191	Soham Gas and Coke Company	Supplying gas to the town of Soham, Cambridgeshire.	Soham, Cambridge	1 Nov.	-	-	1,090	109	110	10 – –	No return	30	- ditto.
192	Kettering Town Hall and Corn Exchange Company.	Providing a town hall and corn exchange at Kettering.	Market-place, Kettering, Northampton.	1 Nov.	-	-	2,500	500	470	5 – –	2,350 – –	78	- ditto.
193	Sandbach Gaslight and Coke Company.	To supply Sandbach and neighbourhood with gas.	Sandbach, Chester	1 Nov.	-	-	4,000	400	341	10 – –	4,000 – –	30	- ditto.
194	Crowle Gaslight and Coke Company.	Supplying with gas and coke the town and neighbourhood of Crowle, Lincolnshire.	Crowle, Lincolnshire	1 Nov.	-	-	1,810	181	181	10 – –	1,810 – –	16	- ditto.
195	Newark Corn Exchange Company.	Erecting a public corn exchange at Newark.	Carter-gate, Newark, Nottingham.	1 Nov.	-	-	6,320	160	214	20 – –	4,200 – –	32	- ditto.
196	Berdan Machine Company	Purchasing the right to make and use certain patent machinery for crushing quartz, &c.	42, Basinghall-street, E. C.	1 Nov.	-	-	120,000	120,000	57,584	1 – –	35,000 – –	18	No longer in operation.
197	Birmingham Union Coal and Coke Company.	Dealing in coals and coke	150, Great Charles-street, Birmingham, Warwick.	1 Nov.	-	-	3,400	170	170	20 – –	3,400 – –	66	Still in operation.
198	Ashford Gas and Coke Company.	Lighting the town of Ashford with gas.	Marsh-street, Ashford, Kent.	1 Nov.	-	-	4,500	450	450	10 – –	4,500 – –	48	- ditto.
199	Ashford Waterworks Company	Supplying the town of Ashford, Kent, with water.	Ashford, Kent	1 Nov.	-	-	3,000	300	300	10 – –	3,000 – –	45	- ditto.
200	Devonshire Great Consolidated Copper Mining Company.	Copper mining	50, Threadneedle-street, London.	1 Nov.	-	-	10,240	1,024	1,024	1 – –	1,024 – –	238	- ditto.
201	Mutual Loan Fund Association	The business of a loan society	4, Beaufort Buildings, Strand.	1 Nov.	-	-	25,000	25,000	20,000 5,000	1 – – – 2 6	23,683 12 6	78	- ditto.
202	Chorley Gaslight Company	Supplying Chorley and its neighbourhood with gas.	Water-street, Chorley, Lancaster.	1 Nov.	-	-	18,000	900	838	20 – –	16,760 – –	114	- ditto.
203	Lewes Gaslight Company	Supplying Lewes with gas	Foundry-lane, Cliff, near Lewes, Sussex.	1 Nov.	-	-	11,470	974	A. 330 B. 644	25 – – 5 – –	11,470 – –	104	- ditto.
204	Brigg Corn Exchange Company	To erect in the town of Glamford Briggs a corn exchange.	Glamford Briggs, Lincolnshire.	3 Nov.	-	-	2,000	200	200	10 – –	2,000 – –	58	- ditto.
205	Brentford Town Hall and Market-house Company.	Erecting a market hall at Brentford.	New Brentford, Middlesex.	3 Nov.	-	-	12,000	1,200	710	10 – –	6,845 13 –	84	- ditto.
206	Tavistock Joint Stock Coal Company.	Dealing in coal	6, Bedford-place, Tavistock, Devon.	3 Nov.	-	-	2,000	2,000	420	1 – –	354 11 –	109	Dissolved.

207	Old Union Mill Flour and Bread Company.	Erecting mills, bakehouses and other buildings, and dealing in flour and bread.	10, Holte-street, Birmingham, Warwick.	3 Nov. -	-	-	-	-	8,888	8,888	8,888	1 - -	8,888 - -	886	Still in operation.
208	City of Durham Gas Company	Lighting the City of Durham and neighbourhood with gas.	Market-place, Durham	3 Nov. -	-		-	-	18,000	1,800	1,800 new.	10 - - 5 10 -	13,950 - -	69	- ditto.
209	Mitcham, Merton, and Tooting Gaslight and Coke Company.	Manufacture and sale of gas in the parishes of Mitcham, Merton, Tooting, and places adjacent.	Church-lane, Mitcham, Surrey.	3 Nov. -	-	-	-	-	20,000	2,000	original 1,000 additional 1,000	10 - - 5 - -	1,500 - -	95	- ditto.
210	Arundel Gaslight and Coke Company.	No return - - - -	No return - - -	3 Nov. -	-	-	-	-	No return	No return	No return	No return	No return -	No return	This company was registered by mistake.
211	Railway Rolling Stock Company.	Supplying railway companies others with rolling stock.	Darlington-street, Wolverhampton, Stafford.	3 Nov. -	-	-	-	-	100,000	10,000	ordinary 7,000 preference 2,693 ditto 307	70,000 - - 26,930 - - 1,151 5 -	98,081 5 -	78	- ditto.
212	Chirk Castle Mining Company.	Working mines and selling produce.	Chirk, Denbigh - -	3 Nov. -	-	-	-	-	16,000	64	64	62 10 -	4,000 - -	7	No longer in operation.
213	Great Western Hotel Company	Hotel and tavern keepers, victuallers and vintners.	Great Western Railway Station, Paddington.	3 Nov. -	-	-	-	-	18,000	180	161	100 - -	16,100 - -	47	Still in operation.
214	Kapunda Mining Company -	Working the Kapunda mines, county of Light, South Australia.	11, Broad-street Buildings, London.	3 Nov. -	-	-	-	-	78,000	78,000	60,000	1 - -	60,000 - -	119	Dissolved.
215	Barnet Gaslight and Coke Company.	Supplying the town and neighbourhood of Barnet, Herts, with gas and coke.	Victoria-lane, Chipping Barnet, Hertfordshire.	3 Nov. -	-	-	-	-	4,000	800	800	5 - -	4,000 - -	43	Still in operation.
216	Brentwood Gas and Coke Company.	Supplying Brentwood in the county of Essex with gas.	King's-road, Brentwood	3 Nov. -	-	-	-	-	8,100	810	810	10 - -	8,100 - -	53	- ditto.
217	Commercial Pier Company, Old Swan.	To provide piers between Richmond and Gravesend for embarking and disembarking passengers.	Old Swan-lane, London	3 Nov. -	-	-	-	-	2,000	4,000	4,000	- 10 -	2,000 - -	85	- ditto.
218	Magdalena Steam Navigation Company.	Navigating steam vessels on the River Magdalena and other rivers of New Granada.	17, Gracechurch-street, London.	3 Nov. -	-	-	-	-	200,000	10,000	4,630	20 - -	154,100 - -	64	Dissolved.
219	Mariquita and New Granada Mining Company.	For working gold, silver, and other mines in New Granada, and purchasing gold dust, &c.	6½, Austin Friars, E. C.	3 Nov. -	-	-	-	-	150,000	150,000	908	1 - -	103,815 - -	455	Still in operation.
220	Bedford Corn Exchange Company.	To erect a corn exchange in the town of Bedford.	Bedford, in the county of Bedford.	3 Nov. -	-	-	-	-	2,400	200	200	12 - -	2,400 - -	62	- ditto.
221	Grantham Exchange Hall Company.	To provide a corn exchange and music hall at Grantham.	Walkergate, Grantham	3 Nov. -	-	-	-	-	3,500	700	700	5 - -	3,500 - -	164	- ditto.
222	Southwark Invesment and Advance Association.	Lending money - - -	78, Cannon-street, W., City.	3 Nov. -	-	-	-	-	50,000	5,000	1,805	No return	16,974 8 -	101	Dissolved.
223	English and Australian Copper Company.	Extracting, smelting, and refining copper, lead, &c., in England and Australia, or elsewhere.	17, Gracechurch-street, London.	3 Nov. -	-	-	-	-	350,000	70,000	70,000	5 - -	350,000 - -	547	Still in operation.
224	Strood Waterworks Company -	Supplying the parish of Strood and neighbourhood with water.	Strood, Rochester, Kent	3 Nov. -	-	-	-	-	2,500	250	250	10 - -	2,495 - -	41	- ditto.
225	Alfreton Gaslight and Coke Company.	To make and sell gas and coke -	Alfreton, Derby - -	3 Nov. -	-	-	-	-	1,800	300	300	6 - -	1,800 - -	29	- ditto.
226	Chester-le-street Gas Company	Supplying Chester-le-street in the county of Durham with gas	Chester-le-street, Durham.	3 Nov. -	-	-	-	-	1,250	250	250	5 - -	1,250 - -	38	Still in operation.
227	Huddersfield Registered Gaslight Company.	Supplying Huddersfield with gas -	Leeds-road, Huddersfield.	3 Nov. -	-	-	-	-	39,000	1,950	1,700 250	20 - - 20 - -	3,730 - -	14	Dissolved.
228	Union Plate Glass Company -	Manufacturing and selling plate glass.	Pocket Nook, Saint Helen's, Lancashire.	3 Nov. -	-	-	-	-	131,101 *l.* 14 *s.*	5,879	5,879	22 6 -	131,101 14 -	105	Still in operation.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862 and subsequently regitered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
229	Esgair Mwyn Mining Company	Working mines in the county of Cardigan.	113, Fenchurch-street, E C.	3 Nov.	-	-	24,000	12,000	7,055	No return	No return	47	Dissolved.
230	Patent Siliceous Stone Company.	The manufacture and sale of artificial stone of every description.	Whitehall-wharf, Cannon row, Westminster.	3 Nov.	-	-	25,000	2,500	2,342	10 - -	23,410 - -	17	Still in operation.
231	Luton General Cemetery Company.	Interment of the dead at Luton, Bedfordshire.	Town-hall, Luton, Bedford.	3 Nov.	-	-	4,000	2,000	1,451	2 - -	2,726 - -	240	- ditto.
232	Yorkshire Mining Company -	Working mines in the county of York.	Corn Exchange, Leeds, Yorkshire.	3 Nov.	-	-	12,000	12,000	12,000	- 11 6	6,815 12 -	87	- ditto.
233	Crewkerne Gas and Coke Company.	Supply the town of Crewkerne, in Somerset, with gas.	George Inn, Market-place, Crewkerne.	3 Nov.	-	-	2,500	250	225	10 - -	2,250 - -	40	- ditto.
234	Harrington Patent Slip Company.	Establishing at Harrington a slip for repairing vessels.	Harrington, Cumberland.	3 Nov.	-	-	2,866*l.* 10*s.*	420	331	6 16 6	2,420 1 11	35	- ditto.
235	Midland Waggon Company -	Purchasing or manufacturing and repairing of railway waggons, and letting or selling same.	Midland Works, Sauley-street Station, Birmingham.	3 Nov.	-	-	200,000	4,000	2,800	50 - -	139,590 - -	140	- ditto.
236	West Malling Gas and Water Company.	Supplying gas and water to West Malling, Kent.	West Malling, Kent -	3 Nov.	-	-	2,500	500	482	5 - -	2,370 - -	41	- ditto.
237	Cradley Heath Gas Company -	Lighting Cradley Heath and surrounding districts with gas.	Cradley Heath, Rowley Regis, Stafford.	3 Nov.	-	-	3,000	300	300	10 - -	3,000 - -	18	- ditto.
238	Olney Gaslight Coke and Coal Company.	Supplying gas to the town of Olney, Bucks.	Silver End, Olney, Bucks.	3 Nov.	-	-	1,600	150	150	10 - -	1,500 - -	28	- ditto.
239	Birstal Gaslight Company -	Lighting Birstal, in the county of York, with gas.	Smithies, near Birsta -	3 Nov.	-	-	4,000	250	250	11 11 -	2,887 10 -	40	- ditto.
240	St. Alban's Gas and Water Company.	Supplying the town and neighbourhood of St. Alban's with gas and water.	St. Alban's - -	3 Nov.	-	-	7,000	1,400	- -	5 - -	7,000 - -	62	- ditto.
241	Soham Building Company -	Erecting a building at Soham, to be used as a court-house, and for other purposes.	Soham, in the county of Cambridge.	3 Nov.	-	-	500	50	50	10 - -	500 - -	22	- ditto.
242	Keswick Waterworks Company	Supplying water to the town of Keswick.	Main-street - -	3 Nov.	-	-	3,000	600	600	5 - -	3,000 - -	48	- ditto.
243	Keswick Gaslight and Coke Company.	Lighting the town of Keswick, in the county of Cumberland, with gas.	Keswick, Cumberland -	3 Nov.	-	-	3,000	600	600	- -	2,095 - -	44	- ditto.
244	New South Western Steam Navigation Company.	Steam navigation between the south of England, the Channel Islands and the Continent.	Waterloo Station, Waterloo-road, London.	3 Nov.	-	-	200,000	20,000	7,051 6,831	6 15 - 10 - -	115,252 10 -	257	- ditto.
245	Improved Rudder Company -	The bringing into use two patent inventions for improved rudders.	3, Duke street, Adelphi, Middlesex.	3 Nov.	-	-	120,000	120,000	120,000	1 - -	120,000 - -	15	No longer in operation.
246	Linares Lead Mining Company	Working the lead mines of Pozo Aucho, at Linares, Spain.	5, Queen-street Place, Upper Thames-street, London.	3 Nov.	-	-	45,00	15,000	15,000	3 - -	No return	251	Still in operation.

247	Llynvi Vale Iron Company -	The manufacture and sale of iron	15, Old Jewry Chambers, City.	3 Nov. -	-	-	-	-	170,000	3,600	Original, 1,200. Quarter, 1,200. Sixths, 1,200.	100 - - 25 - - 16 13 4	169,633 6 8	19	- ditto.
248	Padiham Cotton League Company.	Carrying on the business of cotton spinners and manufacturers.	Padiham, Lancaster -	3 Nov. -	-	-	-	-	30,000	6,000	1,747	No return	No return -	503	No longer in operation.
249	Padiham Commercial Company	Providing conveniences for carrying on the business of cotton spinners, &c.	- - ditto - - -	3 Nov. -	-	-	-	-	7,700	77	66	- ditto -	7,700 - -	66	- ditto.
250	Padiham Gaslight and Coal Company.	Supplying Padiham and its neighbourhood with gas.	5, Inskip-street, Padiham, Lancaster.	3 Nov. -	-	-	-	-	10,000	2,000	1,527	5 - -	7,635 - -	82	Still in operation.
251	Maidenhead Gaslight and Coke Company.	Supplying Maidenhead with gas -	Taplow, near Maidenhead.	3 Nov. -	-	-	-	-	4,000	400	400	10 - -	4,000 - -	35	- ditto.
252	Grays Thurrock Gas and Coke Company.	Making and vending gas and coke in Grays Thurrock, Essex, and its neighbourhood.	Grays Thurrock, Essex	3 Nov. -	-	-	-	-	2,100	210	210	10 - -	2,100 - -	27	- ditto.
253	Loughborough Town Hall and Corn Exchange Company.	To provide a townhall at Loughborough.	No return - - -	3 Nov. -	-	-	-	-	3,160	632	632	5 - -	5 - -	130	- ditto.
254	Middlewich Gaslight and Coke Company.	Supplying Middlewich, in the county of Chester, with gas.	Middlewich - -	3 Nov. -	-	-	-	-	2,000	400	392	5 - -	1,960 - -	43	- ditto.
255	Tyldesley Gas and Coke Company.	Manufacturing and supplying Tyldesley with gas.	Tyldesley, Lancaster -	3 Nov. -	-	-	-	-	3,000	600	600	5 - -	3,000 - -	32	- ditto.
256	Northampton General Cemetery Company.	Burial of the dead - - -	Drapery, Northampton	3 Nov. -	-	-	-	-	10,000	1,000	1,000	5 - -	5,000 - -	122	- ditto.
257	Havant Gas Company - -	To supply Havant, in the county of Southampton, with gas.	Havant, Southampton -	3 Nov. -	-	-	-	-	2,500	500	500	5 - -	2,500 - -	21	- ditto.
258	Borough of Newbury Gaslight and Coke Company.	Supplying Newbury with gas -	Cheap-street, Newbury, Berks.	3 Nov. -	-	-	-	-	6,500	325	325	20 - -	6,500 - -	31	- ditto.
259	Llagollen Flagstone Company	Raising and selling flagstone, &c.	Llantysilio - - -	3 Nov. -	-	-	-	-	35,000	350	350	No return	No return -	18	No longer in operation.
260	Llantysilio Slate Company -	Raising and manufacturing and sale of slate, &c.	Llantysilio, Denbigh -	3 Nov. -	-	-	-	-	25,000	250	250	- ditto -	- ditto -	20	- ditto.
261	Loughborough Gas and Coke Company.	Supplying Loughborough with gas.	Sparrow-hill, Loughborough, Leicester.	5 Nov. -	-	-	-	-	9,996	1,666	1,666	6 - -	9,264 - -	94	Still in operation.
262	Drighlington and Gildersome Gaslight Company.	Providing Drighlington, in Bristol, and Gildersome, in Batley, in the West Riding of York, with gas.	Drighlington - -	5 Nov. -	-	-	-	-	7,500	1,500 of 5*l.* 1,500 B. of 5*l.* -	3,000	5 - - 1 *l.* B.	9,000 - -	61	- ditto.
263	Market Harborough Gaslight and Coke Company.	Supplying Market Harborough with gas.	No return - - -	5 Nov. -	-	-	-	-	3,300	132	132	25 - -	3,300 - -	38	- ditto.
264	Trevethin Waterworks Company.	Supply the town of Trevethin and neighbourhood with water.	Pontypool, Monmouthshire.	5 Nov. -	-	-	-	-	11,000	1,100	1,100	10 - -	11,000 - -	44	- ditto.
265	Accrington Peel Institution and Market Company.	Furnishing in townships of Old and New Accrington accommodation for assembly rooms, &c.	Police-court, Abbey-street, New Accrington, Lancaster.	5 Nov. -	-	-	-	-	9,000	600	600, 10*l.* 226, 5*l.*	5 - -	6,800 1 4	87	- ditto.
266	Quorndon and Mountsorrel Gas, Coke, and Coal Company.	Supplying the parishes of Quorndon and Mountsorrel, in the county of Leicester, with gas.	Quorndon - - -	5 Nov. -	-	-	-	-	4,000	800	800	5 - -	4,000 - -	72	- ditto.
267	Pwllheli Gas Company - -	To supply the town and neighbourhood of Pwllheli, in the county of Carnarvon, with gas.	Penycot, Carnarvon -	5 Nov. -	-	-	-	-	2,000	100	93	20 - -	1,860 - -	30	- ditto.
268	Rugeley Gas Company - -	Supplying Rugeley with gas -	Rugeley - - -	5 Nov. -	-	-	-	-	5,000	500	430	10 - -	4,300 - -	32	- ditto.
269	Alnwick Joint-stock Gas Company.	Manufacture and sale of gas -	No return - - -	5 Nov. -	-	-	-	-	3,000	50	50	60 - -	3,000 - -	35	- ditto.
270	Uxbridge Gas Company -	Supplying Uxbridge and neighbourhood with gas.	Uxbridge Moor, Hillingdon, Middlesex.	5 Nov. -	-	-	-	-	2,500	250	250	10 - -	2,500 - -	32	- ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1856:			£.			£. s. d.	£. s. d.		
271	Castle Cary Gas and Coke Company.	Manufacturing gas, coke and other products of coal, &c.	High-street, Castle Cary, Somersetshire.	6 Nov.	- -	- -	1,000	200	–	5 – –	5 – –	45	Still in operation.
272	Newport Carisbrooke Water Company.	Supplying Newport Carisbrooke with water.	161, High-street, Newport, Isle of Wight.	6 Nov.	- -	- -	3,000	150	135	20 – –	2,700 – –	26	- ditto.
273	Maryport Steam Shipping Company.	Steam navigation between Maryport and other ports in the United Kingdom.	Maryport - - -	6 Nov.	-	- -	10,000	200	170	40 – –	6,800 – –	44	Dissolved.
274	Alresford Gas Company -	To supply the town of News Alresford with gas, coke, &c.	Alresford - - -	6 Nov.	- -	- -	1,800	180	180	10 – –	1,800 – –	34	Still in operation.
275	Dolgelly Gas Company - -	Supplying the town of Dolgelly with gas.	Waterloo-square, Dolgelly, Merioneth.	6 Nov.	- -	- -	3,000	400	400	5 – –	5 – – / 2 10 –	3,000	- ditto.
276	Gravesend and Milton Gaslight Company.	Supplying Gravesend and Milton with gas.	Milton, Gravesend -	7 Nov.	- -	- -	20,000	1,000	1,000	20 – –	20 – –	20,000	Incorporated by Act of Parliament.
277	Southend Gaslight and Coke Company.	Supplying the town of Southend, Essex, with gas.	Southend, Essex -	7 Nov.	- -	- -	5,000	1,000	1,000	5 – –	5,000 – –	49	Still in operation.
278	Equitable Reversionary Interest Society.	Purchasing reversionary interests in properties situate in Great Britain and Ireland; also annuities, &c.	No return - - -	7 Nov.	- -	- -	500,000	7,300	2,700 / 4,157	100 – – / 50 – –	477,850 – –	330	- ditto.
279	Lichfield Gaslight Company -	Lighting Lichfield with gas -	No return - - -	8 Nov.	- -	- -	5,000	250	250	20 – –	5,000 – –	34	- ditto.
280	Newent Gaslight and Coke Company.	Supplying the town of Newent with gas.	Newent, Gloucester -	10 Nov.	- -	- -	1,250	250	240	5 – –	1,200 – –	19	- ditto.
281	Edenbridge Cattle, Corn and Hop Exchange.	Erecting a corn exchange for the sale of cattle, grain, &c. &c. at Edenbridge.	Edenbridge, Kent -	10 Nov.	- -	- -	1,200	120	112	10 – –	1,120 – –	44	- ditto.
282	East Grinstead Gaslight and Coke Company.	Supplying the town of East Grinstead, Sussex, with gas and coke.	East Grinstead, Kent -	10 Nov.	- -	- -	2,000	400	360	5 – –	1,780 – –	34	- ditto.
283	Selby Gas Company - -	Supplying Selby with gas - -	Selby Gas Company, Selby.	11 Nov.	- -	- -	4,800	300	300	16 – –	4,800 – –	32	- ditto.
284	Lincoln Corn Exchange and Market Company.	Erecting a public corn exchange in the city of Lincoln.	Lincoln Corn Exchange and Market Company, Lincoln.	11 Nov.	- -	- -	6,500	325	325	20 – –	6,500 – –	50	- ditto.
285	Callington Gas and Coke Company.	Lighting the town of Callington with gas.	Callington - - -	12 Nov.	- -	- -	1,000	200	188	5 – –	940 – –	33	- ditto.
286	Warwick Corn Exchange Company.	Providing a corn exchange at Warwick.	Corn Exchange Company, Warwick.	12 Nov.	- -	- -	4,500	2,250	2,250	2 – –	4,500 – –	161	- ditto.
287	Emsworth Gas and Coke Company.	Making and vending gas in the town and neighbourhood of Emsworth.	West-street, Emsworth, Hants.	12 Nov.	- -	- -	2,000	200	198	10 – –	1,972 – –	25	- ditto.
288	National Reversionary Investment Company.	Purchasing every description of reversionary interests.	63, Old Broad-street, London.	13 Nov.	- -	- -	1,000,000	40,000	862 / 8,000 / 6,384 / 754	25 – – / 22 10 – / 20 – – / 2 10 –	372,565 – –	350	- ditto.
289	New Union Mill Company -	Dealing in corn, grinding the same, baking, &c.	New Mill, Birmingham	14 Nov.	- -	-	20,000	20,000	14,910	1 – –	14,910 – –	455	- ditto.

290	Louth Corn Exchange Company.	For providing and maintaining in the town of Louth, a corn exchange.	Corn Exchange, Louth, Lincolnshire.	14 Nov. -	-	-	-	5,000	500	500	10 - -	5,000 - -	59 - ditto.
291	Cowbridge Gas Company -	Supplying the town of Cowbridge, in the county of Glamorgan, with gas.	Gas-works, Cowbridge -	19 Nov. -	-	-	-	2,000	400	249	5 - -	1,245 - -	27 - ditto.
292	Holdsworths, Bradshaw & Company.	Spinning and dyeing wool, cloth, &c.	Black Lane, Bramley, Yorkshire.	19 Nov. -	-	-	-	3,750	150	138	25 - -	3,450 - -	42 - ditto.
293	Briggs & Company - -	Working a mill for carding and scribling wool, &c.	Healey-in-Ofsett, Yorkshire.	19 Nov. -	-	-	-	5,500	27	27	203 14 -¾	5,500 - -	20 - ditto.
294	Slaithwaite Gaslight Company	Lighting Slaithwaite and neighbourhood, in the county of York, with gas.	Gas-works, Slaithwaite, York.	20 Nov. -	-	-	-	20,000	4,000	594	5 - -	2,970 - -	49 - ditto.
295	St. Marylebone and Paddington Joint Stock Building and Trading Company.	Building houses, purchasing and selling land, &c.	4, Lyon-place, Maida Hill, Saint Marylebone, Middlesex.	20 Nov. -	-	-	-	10,000	1,000	993	10 - -	9,930 - -	136 - ditto.
296	Equitable Union Building and Trading Company.	Purchasing land, building houses thereon, and letting the same.	The "Pembroke Castle," Bingfield-street, Caledonian-road, Islington.	24 Nov. -	-	-	-	35,000	250	250	51 15 -	10,994 - 1	93 - ditto.
297	New Swindon Improvement Company.	Providing baths and reading rooms at New Swindon, Wilts.	High-street, New Swindon.	26 Nov. -	-	-	-	4,000	2,000	1,528	2 - -	3,007 - -	78 - ditto.
298	Fire Annihilator Company -	Using inventions of Mr. W. H. Phillips, for extinguishing fire.	110, Leadenhall-street, London.	5 Dec. -	-	-	-	24,000	240	2,378	No return	No return -	26 Dissolved.
299	Rickmansworth Gaslight and Coke Company.	Supplying the town of Rickmansworth with gas.	Mr. Fellowe's offices, Rickmansworth, Herts.	6 Dec. -	-	-	-	2,300	460	460	5 - -	2,300 - -	34 Still in operation.
300	Sydenham Gas and Coke Company.	Supplying Sydenham and its neighbourhood with gas.	1, Great Guildford-street, Southwark, Surrey.	24 Dec. -	-	-	-	10,000	1,000	1,000	10 - -	10,000 - -	9 - ditto.
301	Carmarthen Gas Company -	Supplying the borough of Carmarthen with gas.	Gas-works, borough of Carmarthen.	31 Dec. -	-	-	-	4,000	160	160	25 - -	4,000 - -	33 - ditto.
				1857:									
302	Peter Tavy and Mary Tavy Consols Copper Mining Company.	Mining for copper - - -	3, Lawrence Pountney-hill, Cannon-street, London, E.C.	12 Jan. -	-	-	-	5,250	2,000	1,000	5 - -	3,390 - -	20 Dissolved.
303	Hebden Bridge Gas Company	Supplying the village of Hebden Bridge and its neighbourhood with gas.	Crow Nest, Hebden Bridge, West Riding of Yorks.	7 Feb. -	-	-	-	6,000	6,000	6,000	1 - -	6,000 - -	79 Still in operation.
304	Ryde Gas and Coke Company	Supplying gas to the inhabitants of Ryde.	Moncton Mead, Ryde, Isle of Wight.	10 Feb. -	-	-	-	10,000	1,000	1,000	10 - -	10,000 - -	47 - ditto.
305	Dorchester Coal and Coke Company.	Selling coals, coke, &c. - -	Dorchester, Dorsetshire	11 Feb. -	-	-	-	9,000	90	90	90 - -	8,100 - -	7 - ditto.
306	Stevenage Gas and Coke Company.	Supplying Stevenage and its neighbourhood with gas.	High-street, Stevenage, Herts.	25 Feb. -	-	-	-	1,500	300	300	5 - -	1,500 - -	47 - ditto.
307	Maldon Gaslight Company -	Supplying Maldon and neighbourhood with gas.	Maldon, Essex - -	26 Feb.	-	-	-	4,692	204	204	23 - -	4,692 - -	33 - ditto.
308	Woburn Gaslight and Coke Company.	Supplying the town and neighbourhood of Woburn with gas.	Woburn, Bedfordshire	27 Feb. -	-	-	-	2,000	200	200	10 - -	2,000 - -	44 - ditto.
309	Devonport Bonding Warehouse Company.	Warehousing goods, &c. - -	Mutton Cove, Devonport, Devon.	27 Feb. -	-	-	-	2,130	213	213	10 - -	2,121 - -	35 - ditto.
310	Teignmouth Building Company	Purchasing land, and building houses thereon, at Teignmouth, Devon.	Teignmouth, Devonshire.	4 Mar. -	-	-	-	5,000	200	130	25 - -	3,250 - -	32 - ditto.
311	Herne Bay Gas and Coke Company.	Supplying Herne Bay and its neighbourhood with gas.	66, Chancery-lane, Middlesex.	6 Mar. -	-	-	-	3,050	305	305	10 - -	3,050 - -	21 - ditto.
312	George-street, Haslingden, Public Accommodation Company.	Providing accommodation for lectures, &c., at Haslingden, Lancashire.	George-street, Haslingden.	13 Mar. -	-	-	-	1,720	86	85	20 - -	1,700 - -	28 - ditto.
313	Shrewsbury and Shropshire Coal Company.	Dealing in coals, &c. - -	Canal Wharf, Shrewsbury, Salop.	19 Mar. -	-	-	-	6,000	600	600	10 - -	5,925 - -	66 - ditto.
314	Watford Corn Exchange and Town Improvement Company.	To provide a corn exchange and other buildings at Watford.	Watford, Herts - -	13 April -	-	-	-	5,000	500	411	10 - -	4,090 - -	101 - ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont*d.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.) Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1857:			£.			£. s. d.	£. s. d.		
315	Anglo-Californian Gold Mining Company.	Mining for gold, silver, and other minerals.	Albion Chambers, 11, Adam-street, Adelphi.	1 June	-	-	50,000	100,000	Not stated	Not stated	Not stated	1,207	Dissolved.
316	London Necropolis and National Mausoleum Company.	Establishing a cemetery for the interment of the dead.	16A, Great George-street, Westminster.	1 July	-	-	250,000	25,000	- ditto -	- ditto -	- ditto -	392	Still in operation.
317	St. Neots Gas and Coke Company.	Supplying gas, &c. to the inhabitants of St. Neots.	St. Neots, Huntingdonshire.	14 July	-	-	2,500	250	250	10 - -	2,500 - -	38	- ditto.
318	Kimbolton Gas, Coal, and Coke Company.	Manufacturing and selling gas	Kimbolton, Huntingdon	23 July	-	-	1,500	150	150	10 - -	1,500 - -	21	- ditto.
319	Hull Flax and Cotton Mill Company.	Manufacturing cotton, flax, &c.	Wilmington, in Kingston-upon-Hull.	3 Aug.	-	-	100,000	1,000	Not stated	Not stated	Not stated -	149	No longer in operation.
320	Severn Mines Company	Mining, &c.	32, Dowgate-hill, London.	10 Aug.	-	-	Not fixed	6,000	4,000 2,000	1 9 - - 9 -	5,269 17 7	39	- ditto.
321	Meakins' Joint Stock Brewery Company.	Brewing and vending of India, pale, and other ales.	Abbey-street, Burton-on-Trent, Staffordshire.	16 Sept.	-	-	60,000	6,000	3,764	6 - -	22,584 - -	20	Dissolved.
322	Ince Hall Coal and Cannel Company.	Mining for coal, cannel, &c.	Ince-in-Mackerfield, near Wigan, Lancashire.	12 Oct.	-	-	310,300	3,103	2,351 332 420	100 - - 50 - - - -	213,051 2 -	12	Still in operation.
323	Whitehaven Gaslight Consumers' Company.	Supplying the inhabitants of Whitehaven with gas, &c.	34, New Lowther-street, Whitehaven, Cumberland.	12 Oct.	-	-	7,250	1,700	1,200 500	5 - - 2 10 -	5,933 - - 1,142 10 -	120	- ditto.
324	Company of Proprietors of the Birmingham Corn Exchange.	Erecting a corn exchange in Birmingham.	High-street, Birmingham.	16 Oct.	-	-	13,500	532	532	25 - -	13,300 - -	44	- ditto.
325	Manchester Public Hall Company.	To rebuild the Free Trade Hall, Manchester.	Peter-street, Manchester	19 Oct.	-	-	40,000	4,000	3,775	10 - -	37,750 - -	164	- ditto.
326	Churwell Gaslight Company	To supply Churwell, in the county of York, with gas.	Churwell, Yorkshire	24 Oct.	-	-	1,500	600	387	Not stated	Not stated -	39	- ditto.
327	Torquay Bath Company	To provide hot, cold, and swimming baths at Torquay.	Torquay, Devon	24 Oct.	-	-	5,000	500	414	10 - -	4,110 - -	100	Dissolved.
328	Risca Coal and Iron Company	To work coal, iron, and other mines at Risca.	The Risca Coal and Iron Works, Monmouthshire.	26 Oct.	-	-	140,000	1,400	620	Not stated	Not stated -	12	- ditto.
329	Amersham Gaslight and Coke Company.	To supply Amersham, in the county of Bucks, with gas.	Amersham, Bucks	27 Oct.	-	-	2,000	400	400	5 - -	1,980 - -	23	Still in operation.
330	Windermere Steam Yacht Company.	Steam navigation on the Lake of Windermere.	Bowness, Westmorland	30 Oct.	-	-	6,000	120	120	50 - -	6,000 - -	23	No longer in operation.
331	Glen Osmond Union Mining Company of South Australia.	Mining in the colony of South Australia.	Old Jewry Chambers, London.	2 Nov.	-	-	30,000	3,000	2,081	Not stated	Not stated -	51	Dissolved.
332	Hitchin Gas Company	Supplying gas to the inhabitants of Hitchin.	Hitchin, Herts	2 Nov.	-	-	5,000	400	200 200	20 - - 5 - -	5,000 - -	82	Still in operation.
333	Gainsborough Cemetery Company.	To provide a cemetery for the interment of the dead.	Caskgate-street, Gainsborough.	2 Nov.	-	-	1,000	200	164	Not stated	Not stated -	42	- ditto.
334	Dawlish Gas and Coke Company.	Lighting the parish of Dawlish with gas.	Dawlish, Devon	2 Nov.	-	-	2,500	500	439	5 - -	2,195 - -	33	- ditto.
335	Saffron Walden Corn Exchange Company.	Erecting a corn exchange at Saffron Walden.	Corn Exchange, Saffron Walden.	2 Nov.	-	-	2,500	100	100	25 - -	25 - -	40	- ditto.

336	Union Building Company -	House building - - - -	44, St. John's Wood-terrace, St. John's Wood, N. W.	2 Nov. -	-	-	-	-	10,000	1,000	1,000	10 - -	10,000 - -	34	Dissolved.
337	Westminster Mutual Joint Stock Building Company.	Building houses, &c. &c. - -	The Artillery Arms, Rochester row, Westminster.	2 Nov. -	-	-	-	-	3,000	600	177	5 - -	885 - -	83	Still in operation.
338	Cowes Gaslight and Coke Company.	Manufacture of gas, &c. - -	West Cowes, Isle of Wight.	4 Nov. -	-	-	-	-	3,000	300	250	10 - -	2,500 - -	23	- ditto.
339	West Cowes Waterworks Company.	Supplying Cowes with water -	West Cowes, Isle of Wight.	4 Nov. -	-	-	-	-	4,000	400	382	Not stated	Not stated -	43	No longer in operation.
340	Harwich Gas and Coke Company.	Supplying gas to Harwich, Essex	Gasworks, Harwich, Essex.	4 Nov. -	-	-	-	-	5,500	900	900	5 - -	4,435 - -	38	Still in operation.
341	Bilston Baths, Library and Reading-rooms Company.	Erecting baths, library, reading-rooms, town hall and offices.	Hall-street, Bilston, Staffordshire.	4 Nov. -	-	-	-	-	5,000	20,000	17,242	- 5 -	4,133 15 -	202	- ditto.
342	Bakewell Gaslight Company -	Supplying Bakewell with gas -	Mill-street, Bakewell, Derbyshire.	10 Nov. -	-	-	-	-	1,500	300	300	5 - -	1,500 - -	35	- ditto.
343	Egremont Gaslight and Coke Company.	Supplying Egremont, Cumberland, with gas.	Gasworks, Egremont, Cumberland.	17 Nov. -	-	-	-	-	1,600	160	160	10 - -	1,600 - -	32	- ditto.
344	Dunstable Gas and Coke Company.	Supplying Dunstable with gas -	Gasworks, Dunstable, Bedfordshire.	20 Nov. -	-	-	-	-	5,000	500	439	10 - -	4,390 - -	53	- ditto.
345	Arley Colliery Company -	Raising coal and manufacturing coke.	1, Winchester Buildings, Winchester-street, E. C.	24 Nov. -	-	-	-	-	32,000	1,600	1,600	20 - -	32,000 - -	13	No longer in operation.
346	Stone Gaslight and Coke Company.	Supplying Stone, Stafford, with gas.	Gasworks, Stone, Staffordshire.	1 Dec. -	-	-	-	-	2,000	400	400	5 - -	2,000 - -	36	Still in operation.
347	Tunbridge Wells Gas Company	Supplying the inhabitants of Tunbridge Wells with gas.	Jerningham-place, Tunbridge Wells, Kent.	8 Dec. -	-	-	-	-	20,000	2,000	1,400 600	10 - - 4 - -	16,400 - -	57	- ditto.
348	Leighton Buzzard Gas and Coke Company.	Supplying the inhabitants of Leighton Buzzard with gas.	Leighton Buzzard, Bedfordshire.	8 Dec. -	-	-	-	-	10,006*l.* 10*s.*	598	305 243	21 - - 10 10 -	8,956 10 -	65	- ditto.
349	British Sperm Candle Company	Manufacturing soap, candles, &c.	Fairfield Works, Bow, London, E.	9 Dec. -	-	-	-	-	100,000	4,000	Not stated	Not stated	Not stated -	86	No longer in operation.
350	Cardiff Steam Towing Company	Towing vessels into and out of ports in British Channel by steam tugs.	Bute Docks, Cardiff -	18 Dec. -	-	-	-	-	20,000	800	ditto -	- ditto -	- ditto -	30	Still in operation.
351	Northampton Corn Exchange Company.	The establishment of a corn exchange in Northampton.	Corn Exchange, Northampton.	28 Dec. -	-	-	-	-	10,000	500	500	20 - -	10,000 - -	166	- ditto.
352	Castle Donnington Gas and Coke Company.	Supplying Donnington, Leicestershire, with gas.	Gasworks, Castle Donnington.	1858: 4 Jan. -	-	-	-	-	2,000	200	200	10 - -	2,000 - -	39	- ditto.
353	Tunbridge Wells Corn Exchange Company.	Erection of a corn exchange at Tunbridge Wells.	3, Lansdown-place, Tunbridge Wells, Kent.	2 Feb. -	-	-	-	-	500	50	50	10 - -	500 - -	16	- ditto.
354	Bradford Town Hall and Market Company.	To provide a town hall at Bradford.	Town Hall, Bradford, Wilts.	13 Mar. -	-	-	-	-	3,500	350	241	10 - -	2,697 10 -	51	- ditto.
355	London and Manchester Glass Company.	Manufacturing glass, &c. - -	30, Brown-street, Manchester.	1 Apr. -	-	-	-	-	200,000	10,000	7,797	20 - -	154,940 - -	54	Dissolved.
356	Calne Gas and Coke Company	Supplying gas, &c. to the inhabitants of Calne.	Church-street, Calne, Wilts.	27 May -	-	-	-	-	2,150	215	215	10 - -	2,150 - -	19	Still in operation.
357	Claussen's Patent Flax Company.	Working certain patents for dressing flax.	Not stated - - -	22 June -	-	-	-	-	250,000	25,000	Not stated	Not stated	Not stated -	49	Dissolved.
358	Worksop (Nottinghamshire) Corn Exchange and Market Company.	Erecting a corn exchange at Worksop.	Corn Exchange, Worksop, Northamptonshire.	27 Aug. -	-	-	-	-	5,000	500	488	10 - -	4,868 - -	75	Still in operation.
359	Kent Guarantee Society - -	To guarantee the payment of rent, annuities, &c.	3, Charlotte-row, Mansion House, London.	15 Oct. -	-	-	-	-	100,000	10,000	4,027	3 - -	13,647 - 8	49	- ditto.
360	Liverpool Abattoir Company -	Erecting slaughter-houses and other buildings.	13, St. Andrew-street, Liverpool.	16 Nov. -	-	-	-	-	17,587*l.* 10*s.*	1,171	430 353 388	25 - - 12 10 - 6 5 -	17,587 10 -	40	- ditto.
361	London Exchange Advance Fund and Life Assurance Company.	Advancing money upon security -	2, Adelphi-terrace, Strand, London.	1859: 10 Mar. -	-	-	-	-	100,000	10,000	967	10 - -	8,654 - -	16	- ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*continued*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*												
	(1.)—Under the Joint Stock Companies Acts, 1856, 1857—*continued.*			1859:			£.			£. s. d.	£. s. d.		
362	Old Delabole Slate Company	Slate quarrying	11, Kinterbury-street, Plymouth, Devon.	7 May	-	-	73,125	2,925	2,925	25 - -	73,125 - -	53	Still in operation.
363	Elliott's Patent Brick, Pipe and Tile Company.	Manufacturing bricks, tiles, pipes, &c.	1, John-street, Bedford-row, London.	30 June	-	-	6,000	60	46	20 - -	810 - -	24	Dissolved.
364	Sutton-in-Ashfield Gaslight and Coke Company.	Supplying the inhabitants of Sutton-in-Ashfield with gas, &c.	Sutton-in-Ashfield, near Nottinghamshire.	24 Oct.	-	-	3,500	350	350	10 - -	3,500 - -	90	Still in operation.
365	Manchester Royal Exchange Proprietors Company.	Erecting of certain public buildings in Manchester.	Royal Exchange, Manchester.	23 Dec.	-	-	149,133 *l.* 6 *s.* 8 *d.*	The capital of this Company has been converted into stock.				206	- ditto.
				1860:									
366	Newcastle-upon-Tyne and Gateshead Union Gaslight Company.	Supplying gas to the inhabitants of Newcastle-on-Tyne.	22, Royal Arcade, Newcastle-on-Tyne.	7 Feb.	-	-	160,000	20,000	16,000	8 - -	160,000 - -	345	- ditto.
367	Watford Gas and Coke Company.	Supplying gas, &c., to the inhabitants of Watford, Herts.	Bushey, Watford	11 Apr.	-	-	11,300	955	125 830	24 - - 10 - -	11,300 - -	70	- ditto.
368	West End Land and House Property Company.	Purchasing houses and land, &c., and letting same to members.	271 and 273, Euston-road, St. Pancras, Middlesex.	28 Apr.	-	-	This being a mutual Company, there is no capital applicable to these headings.					26	- ditto.
369	Braintree and Bocking Gas Company.	Making and supplying gas and coke.	Braintree, Essex	2 June	-	-	5,500	1,100	880	5 - -	4,400 - -	10	- ditto.
				1861:									
370	Caledonian Steam Towing Company.	Navigating and employing vessels as steam tugs.	30, Bisterne-place, Preston-road, Poplar, Middlesex.	14 May	-	-	33,300	740	740	45 - -	33,300 - -	40	- ditto.
371	Pembrokeshire Iron and Coal Company.	Working coal and iron mines	Kilgetty, near Narberth, Pembrokeshire.	5 June	-	-	100,000	50,000	40,000	2 - -	79,800 - -	2	- ditto.
372	New Wheal Vor and East Wheal Metal Mining Company.	Mining for metals, &c.	British Hotel, Cockspur-street, Charing-cross, Middlesex.	5 Oct.	-	-	20,000	4,000	Not stated	Not stated	Not stated	19	Wound up.
373	Bristol Flour and Bread Concern Company.	Dealing in and grinding corn	Horse Fair, Bristol	25 Nov.	-	-	1,883*l.* 10*s.*	3,767	3,767	- 10, -	1,883 10 -	416	Still in operation.
				1862:									
374	Worksop Proprietary Mill Company.	To grind wheat, barley, beans, peas, &c.	Worksop	5 June	-	-	3,000	1,200	552	2 10 -	1,380 - -	95	- ditto.
	(2.)—Under the Companies Act, 1862:												
375	Consolidated Investment and Assurance Company, now called the Consolidated Assurance Company.	To effect assurances upon lives and the purchase and sale of annuities, &c.	45, Cheapside, City of London.	3 Oct.	-	-	50,000	5,000	3,480	4 10 -	15,660 - -	64	Still in operation.
376	London and Lancashire Life Assurance Company.	Life insurance	73 and 74, King William-street, City of London.	21 Oct.	-	-	100,000	10,000	Not stated	Not stated	49,190 - -	70	- ditto.
377	London and Lancashire Fire Insurance Company.	Fire, life, and marine insurance	- - ditto	21 Oct.	-	-	1,000,000	40,000	30,970	2 10 -	77,425 - -	238	- ditto.

378	Public Life Assurance Company.	Life assurance - - - -	47, Charing-cross, Middlesex.	21 Oct. -	-	-	-	100,000	100,000	Not stated	No return	No return -	Not stated	Wound up.
379	Manchester Fire Assurance Company.	Fire assurance - - - -	98, King-street, Manchester.	22 Oct. -	-	-	-	1,000,000	10,000	10,000	15 - -	149,865 - -	526	Still in operation.
380	Marine Life and Casualty Mutual Assurance Society, now called the Marine and General Mutual Life Assurance Society.	Life and marine insurance - -	14, Leadenhall-street, City of London.	25 Oct. -	-	-	-	This Society is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
381	Western Counties and London Mutual Life Assurance Company.	Life assurance - - - -	44, Union-street, Plymouth.	29 Oct. -	-	-	-	The capital of this Company is not divided into shares - -					- - -	- ditto.
382	British Prudential Assurance Company.	Life assurance, annuities, and endowments.	35, Ludgate-hill - -	29 Oct. -	-	-	-	100,000	20,000	9,882 28	- 11 6 5 - -	5,827 18 -	40	- ditto.
383	New National Assurance and Loan Company.	Life and accidental death assurance, advancing money on personal and other securities.	484, Oxford-street, Bloomsbury, Middlesex.	30 Oct. -	-	-	-	100,000	10,000	10,000	1 - -	10,000 - -	40	- ditto.
384	Pontefract and West Riding Horse and Cattle Insurance Company.	Insurance against loss by death, accident, or disease, of horses and cattle.	Horse Fair, Pontefract, York.	30 Oct. -	-	-	-	1,000	1,000	648	- 5 -	162 - -	13	- ditto.
385	London and Provincial Law Assurance Society.	Life assurance - - - -	21, Fleet-street, City of London.	30 Oct. -	-	-	-	1,000,000	20,000	18,641	4 1 10	75,560 4 9	245	- ditto.
386	Eastern Marine Insurance Company.	Marine insurance - - -	8, St. Helen's-place, Bishopsgate-street Within, City of London.	30 Oct. -	-	-	-	100,000	200	148	Not stated	40,000 - -	29	- ditto.
387	Solicitors and General Life Assurance Society.	Life assurance - - - -	52, Chancery-lane, Middlesex.	31 Oct. -	-	-	-	1,000,000	20,000	20,000	1 5 -	25,000 - -	323	- ditto.
388	National Industrial Life Assurance and General Deposit and Advance Company.	Life assurance, advancing money on bonds, and receiving money, by way of deposit, at interest.	29, New Bridge-street, Blackfriars, City of London.	31 Oct. -	-	-	-	100,000	10,000	4,759	5 - -	25,107 8 4	107	- ditto.
389	Queen Insurance Company -	Fire and life insurance - -	72, Lord-street, Liverpool, Lancashire.	1 Nov. -	-	-	-	1,000,000	100,000	96,743	1 - -	96,743 - -	369	- ditto.
390	European Assurance Society -	Life and fire assurance and guarantee.	2, Waterloo-place, Middlesex.	1 Nov. -	-	-	-	1,000,000	400,000	4,655 127,161	2 10 - - 10 -	75,218 - -	782	- ditto.
391	Law Fire Assurance Society -	Fire insurance - - - -	Chancery-lane, City of London.	1 Nov. -	-	-	-	5,000,000	50,000	50,000	2 10 -	125,000 - -	756	- ditto.
392	British Empire Mutual Life Assurance Company.	Life assurance - - - -	32, New Bridge-street, Blackfriars, London.	1 Nov. -	-	-	-	This Company is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
393	Volunteer Service and General Assurance Association.	Life, fire, and marine assurance, and to form funds for the relief of enrolled volunteers.	8, St. Martin's-place, Westminster.	1 Nov. -	-	-	-	250,000	25,000	1,027	Not stated	Not stated -	44	- ditto.
394	Birmingham and Midland Life Assurance Association.	Life assurance - - - -	12, Bennett's-hill, Birmingham.	1 Nov. -	-	-	-	100,000	20,000	6,325	1 - -	1,753 - -	49	- ditto.
395	Midland Steam Boiler Inspection and Assurance Company.	Insuring steam boilers against explosion.	Exchange Chambers, Exchange-street, Wolverhampton.	1 Nov. -	-	-	-	50,000	5,000	2,295	10 - -	1,147 10 -	61	- ditto.
396	British Equitable Assurance Company.	Life and fire assurance, and loans	47 and 48, King William-street, City of London.	1 Nov. -	-	-	-	100,000	1,000	Not stated	Not stated	30,600 - -	107	- ditto.
397	City Assurance Company -	Life assurance, annuity, endowments, and loans.	99, Cheapside, City of London.	1 Nov. -	-	-	-	100,000	10,000	3,440	1 - -	2,992 10 -	35	- ditto.
398	Royal Insurance Company -	Life and fire insurance - -	1, North John-street, Liverpool, and at 29, Lombard-street, City of London.	1 Nov. -	-	-	-	2,000,000	100,000	94,555	3 - -	283,665 - -	615	- ditto.
399	Provincial Insurance Company	Life and fire assurance - -	29, High-street, Wrexham, Denbigh.	1 Nov. -	-	-	-	200,000	20,000	20,000	1 - -	20,000 - -	601	- ditto.
400	Mercantile Fire Insurance Company.	Fire insurance - - - -	31, Threadneedle-street, City of London.	1 Nov. -	-	-	-	2,000,000	80,000	80,000	25 - -	2,000,000 - -	979	- ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857, and the Companies Act, 1862, and subsequently registered under these Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.* (2.)—Under the Companies Act, 1862—*continued.*			1862:			£.			£. s. d.	£. s. d		
401	Ocean Marine Insurance Company.	Marine insurance - - -	58, Threadneedle-street, City of London.	1 Nov. -	- -	- -	1,000,000	40,000	40,000	5 - -	200,000 - -	451	Still in operation.
402	Norfolk Farmers' Cattle Insurance Society.	Cattle insurance - - -	St. Giles-street, City of Norwich.	1 Nov. -	- -	- -	50,000	5,000	Not stated	Not stated	12,950 - -	36	Dissolved.
403	Norwich Provident Insurance Society.	Life insurance - - - -	- ditto - - -	1 Nov. -	- -	- -	50,000	5,000	- ditto	- ditto -	19,140 - -	53	Still in operation.
404	Law Property Assurance and Trust Society.	Life, title, leasehold, &c., assurance.	30, Essex-street, Strand	3 Nov. -	- -	- -	250,000	5,000	4,755	2 - -	9,577 10 -	79	- ditto.
405	Briton Life Association, now called the Briton Medical and General Life Association.	Life assurance, annuities, and endowments.	429, Strand, Middlesex	3 Nov. -	- -	- -	50,000	5,000	No return	No return	No return -	86	- ditto.
406	London and Provincial Marine Insurance Company.	Marine insurance - - -	2, Royal Exchange Buildings, London, E. C.	3 Nov. -	- -	- -	1,000,000	50,000	35,500	2 - -	71,000 - -	197	- ditto.
407	British Nation Life Assurance Association.	Life assurance, annuities, and endowments.	316, Regent-street, Middlesex.	3 Nov. -	- -	- -	300,000	30,000	27,192	1 - -	22,380 10 -	259	- ditto.
408	Oriental and General Marine Insurance Company.	Marine insurance.	8, Finch-lane, City -	3 Nov. -	- -	- -	1,000,000	40,000	26,714	2 10 -	66,785 - -	59	- ditto.
409	Commercial Union Assurance Company.	Life, fire, and marine insurance -	19, Cornhill, City of London.	3 Nov. -	- -	- -	2,500,000	50,000	50,000	5 - -	250,000 - -	1,064	- ditto.
410	National Weekly Life Assurance Company.	Life assurance - - - -	13, Brazennose-street, Manchester, Lancaster.	3 Nov. -	- -	- -	100,000	10,000	No return	No return	30,550 - -	9	- ditto.
411	Steam Boiler Assurance Company.	Life and property insured against explosion of steam boilers.	New Brown-street, Market-street, Manchester.	3 Nov. -	- -	- -	100,000	10,000	5,000	1 10 -	7,500 - -	45	- ditto.
412	London Equitable Mutual Life Insurance Society.	Life assurance, annuities, endowments, &c.	103, Cheapside, City of London.	3 Nov. -	- -	- -	10,000	10,000	1,820 775	1 - - - 5 -	2,013 15 -	39	- ditto.
413	World Insurance Company -	Every description of insurance -	21, New Bridge-street, Blackfriars, London.	3 Nov. -	- -	- -	50,000	20,000	No return	No return	18,287 10 -	86	- ditto.
414	Sovereign Life Assurance -	Life assurance - - - - -	48, St. James-street, Westminster.	4 Nov. -	- -	- -	500,000	50,000	18,000	2 10 -	45,000 - -	168	- ditto.
415	Protector Endowment Loan and Annuity Company.	Life assurance, annuities, endowments, and loans.	34, King-street, Cheapside, London.	4 Nov. -	- -	- -	100,000	10,000	6,063	Not stated	18,701 - -	69	- ditto.
416	Gresham Life Assurance Society.	Life assurance - - - - -	37, Old Jewry, City of London.	4 Nov.	- -	- -	100,000	5,000	5,000	1 - -	21,704 - -	75	- ditto.
417	Midland Counties Insurance Company.	Life, fire, and hail insurance	Lincoln - - -	4 Nov. -	- -	- -	750,000	60,000	16,653	1 10 -	24,979 10 -	468	- ditto.
418	London and Yorkshire Assurance Company.	Every description of insurance -	37A, Moorgate-street, City of London.	4 Nov. -	- -	- -	100,000	20,000	No return	No return	31,000 - -	44	- ditto.
419	General Provident Assurance Company.	Life and fire assurance - -	14, New King-street, Covent-garden, London.	5 Nov. -	- -	- -	50,000	10,000	- ditto	- ditto -	12,600 - -	17	- ditto.
420	Accidental Death Insurance Company.	Accidental death, travellers and marine and life insurance, and loans.	7, Bank Buildings, Lothbury, City of London,	5 Nov. -	- -	- -	300,000	1,862	- ditto	- ditto -	No return -	59	- ditto.

421	Lancashire Insurance Company	Fire and life insurance - -	18, Exchange-street, Manchester, Lancaster.	5 Nov. -	-	-	-	-	2,000,000	100,000	72,420	2 - -	144,840 - -	457	- ditto.
422	Wellington Reversionary Annuity and Life Assurance Society.	Life, annuity, and maritime insurance.	316, Regent-street, London.	5 Nov. -	-	-	-	-	250,000	50,000	4,852	- 10 -	2,045 - -	43	No longer in operation; transferred to the British Nation Life Assurance Association.
423	Railway Passengers' Assurance Company.	Insurance against accidents of all kinds.	64, Cornhill, Middlesex	6 Nov. -	-	-	-	-	1,000,000	20,000	19,600	- 19 -	18,620 - -	134	Still in operation.
424	Barrow-in-Furness Mutual Ship Insurance Company.	Mutual insurance against loss or damage to ships or vessels belonging to any member of the company.	Barrow-in-Furness, Lancaster.	6 Nov. -	-	-	-	-	This Company is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
425	Whittington Life Assurance Company.	Life, loans, endowments, and annuities.	37, Moorgate-street, City of London.	7 Nov. -	-	-	-	-	100,000	10,000	220 3,450	10 - - 1 - -	5,270 - -	53	- ditto.
426	National Provincial Plate-glass Insurance Company.	Plate-glass insurance - - -	37, Ludgate-hill, City of London.	8 Nov. -	-	-	-	-	50,000	10,000	40,005	5 - -	13,675 - -	18	- ditto.
427	Darlington Marine Assurance Company.	Marine insurance - - -	Darlington, Durham -	8 Nov. -	-	-	-	-	This Company is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
428	British Union Assurance Company.	Life, fire, and marine assurance, endowments, annuities, and loans.	27, Gresham-street, City of London.	8 Nov. -	-	-	-	-	250,000	25,000	Not stated	10 - -	13,500 - -	35	- ditto.
429	Driffield Gaslight Company -	Lighting the town of Great Driffield with gas.	Great Driffield, in the East Riding of York.	10 Nov. -	-	-	-	-	2,370	237	237	10 - -	2,370 - -	29	- ditto.
430	County Hail-storm Insurance Company.	Horticultural and agricultural stock insurance against loss and damage by hail.	Fore-street, Hertford -	1 Nov. -	-	-	-	-	50,000	5,000	5,000	2 5 -	11,250 - -	225	- ditto.
431	Bangor Mutual Ship Insurance Society.	Mutual marine insurance - -	Plasllwyd, Bangor, Carnarvon.	14 Nov. -	-	-	-	-	This Company is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
432	Indemnity Insurance Association	- - - ditto - - - -	56, Villiers-street, Bishopswearmouth, Sunderland.	20 Nov. -	-	-	-	-	- - - - - - ditto			- - - - - - ditto		- - - -	- ditto.
433	United Brothers' Assurance Company.	Life insurance, endowment, and to provide assistance in sickness.	162, Strand, London, W. C.	21 Nov. -	-	-	-	-	1,500	6,000	Not stated	- 5 -	729 15 -	188	- ditto.
434	North Staffordshire Mutual Cattle Insurance Company.	Cattle insurance - - -	Penkhett-street, Newcastle-under-Lyme, Stafford.	25 Nov. -	-	-	-	-	This Company is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
435	Manchester Bonding Warehousing Company.	Bonding and warehousing goods and merchandise.	109, Chapel-street, Salford, Lancaster.	3 Dec. -	-	-	-	-	150,000	3,000	1,293	24 - -	31,032 - -	38	- ditto.
436	Emperor Life Assurance Society.	Life assurance, annuities, endowments.	78, Cannon-street West, City of London.	8 Dec. -	-	-	-	-	10,000	2,000	Not stated	5 - -	4,200 - -	36	- ditto.
437	Emperor Fire Assurance Society.	Fire insurance - - - -	- - - ditto - -	8 Dec. -	-	-	-	-	10,000	2,000	ditto	5 - -	Not stated -	21	- ditto.
438	Law Union Fire and Life Insurance Company.	Life and fire assurance - -	126, Chancery-lane, City of London.	17 Dec. -	-	-	-	-	1,000,000	100,000	100,000	- 10 -	50,000 - -	549	- ditto.
439	New Quay Mutual Ship Insurance Society.	Mutual marine insurance - -	Church-street, New Quay, Cardigan.	23 Dec. -	-	-	-	-	This Company is conducted on the mutual assurance principle; there is no capital to which these headings apply.						- ditto.
440	India and London Life Assurance Company.	Life assurance - - - -	2, Waterloo-place, Pall Mall.	29 Dec. -	-	-	-	-	250,000	5,000	Not stated	50 - -	83,750 - -	30	Dissolved.
				1863:											
441	Waterloo Life, Education, Casualty, and Self-Relief Assurance Company.	- ditto - - - - -	355, Strand - -	8 Jan. -	-	-	-	-	400,000	80,000	80,000	Not stated	Not stated -	581	Still in operation.
442	Aberystwyth Mutual Ship Insurance Society.	Mutual marine insurance - -	7, Custom House-street, Aberystwyth.	18 Feb. -	-	-	-	-	As this Company is conducted on the mutual assurance principle, there is no capital to which these headings apply.						- ditto.

IV.—Companies existing previously to the passing of the Joint Stock Companies Acts, 1856, 1857 and the Companies Act, 1862, and subsequently registered under those Acts, &c.—*cont^d.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(2.) Under the Companies Act, 1862—*continued.*												
443	Australian General Investment Association.	Purchasing and selling land in the Australian Colonies, and importing and exporting all description of goods and merchandise.	36, Ludgate-hill, E.C.	20 Feb.	-	-	100,000	10,000	12,500	10 - -	100,000 - -	36	No longer in operation.
444	Midland Counties 25 *l.* Money Company.	Lending money	Horseley Heath, Tipton, Stafford.	4 Mar.	-	-	As this Company is conducted on the mutual principle, there is no capital to which these headings apply.						Wound up.
445	Mold Markets Company	Erecting a market at Mold	Mold, Flint	2 May	-	-	1,600	160	190	Not stated	Not stated	23	Still in operation.
446	Borough of Tynemouth Gas Company.	Supplying Tynemouth with gas	North Shields	20 May	-	-	20,000	4,000	4,000	5 - -	20,000 - -	189	- ditto.
447	Bedford Gaslight Company	Manufacturing and supplying gas in the town of Bedford.	Bedford	15 June	-	-	11,000	440	440	25 - -	11,000 - -	51	- ditto.
448	South Staffordshire No. 1 Money Society.	Lending money	Owen-street, Tipton, Staffordshire.	10 July	-	-	As this Company is conducted on the mutual principle, there is no capital to which these headings apply.						- ditto.
449	South Staffordshire 20 *l.* Money Society, No. 3.	Lending money	Owen-street, Tipton, Staffordshire.	10 July	-	-	ditto			ditto			- ditto.
450	Unity General Assurance Association.	Life assurance, annuities, endowments, &c.	4, Scott's-yard, Bush-lane, Cannon-street, London, E.C.	18 July	-	-	500,000	250,000	Not stated	Not stated	Not stated	1,325	Wound up.
451	West Rhosesmor and East Coed-yr-Hendre Lead Mining Company.	Mining for lead and other ores	Secretary's Office, Maleydre, Holywell, Flintshire.	16 Nov.	-	-	1,536	128	116	- ditto -	- ditto -	24	Still in operation.
452	Unity Fire Insurance Association.	Fire insurance	4, Scott's-yard, Bush-lane, Cannon-street. London.	25 Nov.	-	-	1,000,000	500,000	Not stated	- ditto -	- ditto -	3,747	- ditto.
				1864:									
453	Sheffield Fire Office Company	Fire insurance	15, George-street, Sheffield, Yorkshire.	1 Mar.	-	-	300,000	3,000	Not stated	Not stated	Not stated	268	Dissolved.
454	Marine Mutual Insurance Association.	Insuring ships and other vessels	20, Mark-lane, London	10 Mar.	-	-	As this Company is conducted on the mutual principle, there is no capital to which these headings apply.						Still in operation.
455	Marine Mutual Freight and Outfit Insurance Association.	The insurance of freights and outfits.	20, Mark-lane, London	10 Mar.	-	-	ditto			ditto			- ditto.
456	Princes Park Tontine Company.	Purchasing land and erecting houses.	57, Church-street, Liverpool.	12 Mar.	-	-	21,200	212	Not stated	Not stated	Not stated	89	- ditto.

V.—Joint Stock Banks Formed and Registered under the Joint Stock Banking Companies Acts, 1857, 1858 (

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:												
	(1.) Limited Companies.			1858:			£.			£. s. d.	£. s. d.		
1	Bank of Tunis (Limited) -	To carry on the business of a bank of issue and of deposit in the Tunisian kingdom.	Not stated - - -	7 Dec. -	7	172	100,000	1,000	172	No return	No return -	7	No longer in operation.
				1861:									
2	London and Provincial Bank (Limited).	Banking - - - - - -	Not stated - - -	12 April	7	15	5,000	50	15	- ditto -	- ditto -	7	Still in operation.
3	Metropolitan and Provincial Bank (Limited.)	Banking - - - - - -	75, Cornhill, London -	15 April	7	140	2,000,000	20,000	10,000	20 - -	194,245 - -	438	- ditto.
4	General Credit Bank of England (Limited).	The transacting of banking and agency businesses of all kinds.	Not stated - - -	1 May -	7	35	100,000	1,000	35	No return	No return -	7	- ditto.
5	Adelphi Banking Company (Limited).	Banking in all its branches -	38, Renshaw - street, Liverpool.	3 June -	13	3,127	1,000,000	10,000	3,035	14 - -	42,490 - -	145	Dissolved.
6	Joint Stock Banking Company (Limited).	Banking - - - - - -	Market - place, Pontefract, Yorkshire.	20 Sept. -	7	90	500,000	5,000	90	No return	No return -	7	No longer in operation.
7	Birmingham Joint Stock Bank (Limited).	Banking - - - - - -	Temple-row, Birmingham.	13 Nov. -	16	1,670	1,000,000	10,000	8,239	10 - -	82,390 - -	309	Still in operation.
8	Mercantile Bank (Limited) -	Banking - - - - - -	St. Michael's - alley, London.	16 Nov. -	7	65	1,000,000	10,000	65	No return	No return -	7	No longer in operation.
9	West End Joint Stock Bank (Limited).	To purchase and carry on the banking business hitherto carried on at No. 11, Haymarket, under the name of the West End Bank.	11, Haymarket, Middlesex.	1 Dec. -	7	7	500,000	5,000	7	- ditto -	- ditto -	7	Still in operation.
				1862:									
10	Alliance Bank of London and Liverpool (Limited), now called the Alliance Bank (Limited).	Banking - - - - - -	5, Lothbury, London -	6 Feb. -	7	7	3,000,000	30,000	20,000 10,000	25 - - 10 - -	599,690 - -	1,009	Dissolved, and another Company Registered in its stead.
11	Public Bank of Liverpool (Limited).	Banking - - - - - -	Not stated - - -	13 March	7	7	1,000	10	7	No return	No return -	7	Still in operation.
12	London and Colonial Bank (Limited).	Banking in India and the Colonies of Great Britain.	83, Lombard - street, London.	17 March	8	140	1,000,000	10,000	8,419	10 - -	77,548 - -	238	- ditto.
13	Imperial Bank (Limited) -	Banking - - - - - -	6, Lothbury, London -	3 April	12	120	3,000,000	30,000	11,200	20 - -	202,950 - -	319	- ditto.
14	London and Lancashire Bank (Limited).	Banking - - - - - -	Not stated - - -	8 April	7	7	1,000	10	7	No return	No return -	7	- ditto.
15	Northern Counties Bank (Limited).	Banking - - - - - -	No. 4, York-street, Manchester.	9 April	8	925	2,000,000	20,000	925	- ditto -	- ditto -	8	Dissolved.
16	Law Bank (Limited) - -	Banking - - - - - -	Not stated - - -	8 May -	7	7	1,000	10	7	- ditto -	- ditto -	7	Still in operation.
17	London and Southwark Bank (Limited).	Banking - - - - - -	Not stated - - -	12 May -	8	8	1,000,000	10,000	8	- ditto -	- ditto -	8	- ditto.

V.—Joint Stock Banks Formed and Registered under the Joint Stock Banking Companies Acts, 1857, 1858 (20 & 21 Vict. c. 49, and 21 & 22 Vict. c. 91)—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1862:			£.			£. s. d.	£. s. d.		
	(1.) Limited Companies—*continued*.												
18	London and Brazilian Bank (Limited).	Carrying on the business of a bank of issue and of deposit in the Brazilian empire.	2, Old Broad-street, London.	17 May	9	450	1,500,000	15,000	10,000	35 – –	350,000 – –	300	Still in operation.
19	Union Bank of Ireland (Limited).	Banking in Ireland, with a head banking office in London.	52, Moorgate-street, London.	20 May	12	12	1,000,000	10,000	10,000	22 – –	167,411 – –	444	- ditto.
20	Bank of Queensland (Limited)	Banking	26, Old Broad-street, London.	2 June	7	600	1,000,000	10,000	8,093	20 – –	160,935 – –	284	- ditto.
21	London and Yorkshire Bank (Limited).	Banking	Not stated	3 June	7	7	1,000	10	7	No return	No return	7	- ditto.
22	London and Middlesex Bank (Limited).	Banking	21, Finch-lane, Cornhill, London.	8 July	8	160	1,000,000	10,000	7,507	10 – –	62,766 – –	519	Dissolved.
23	Manchester and County Bank (Limited).	Banking	2, York-street, Manchester.	9 July	7	1,400	3,500,000	3,500	32,746	10 – –	327,460 – –	445	Still in operation.
24	Bank of Hindustan, China, and Japan (Limited).	Banking	16, Cornhill, London	12 July	7	7	2,000,000	20,000	9,717	20 – –	174,835 – –	214	- ditto.
25	Anglo-French Bank (Limited).	The carrying on of banking exchange, and discount operations between France and England, and other countries.	22, Basinghall-street, London.	12 July	9	9	250,000	2,500	9	No return	No return	9	No longer in operation.
26	Lombard Bank (Limited).	Banking	Not stated	13 Sept.	7	7	5,000	50	7	- ditto -	- ditto -	7	- ditto.
27	Canadian Bank of England, Nova Scotia, and New Brunswick (Limited).	Banking in British North America, with a head office in London.	Pancras Chambers, Bucklersbury, London.	22 Sept.	7	70	1,000,000	10,000	70	- ditto -	- ditto -	7	- ditto.
28	Bradford District Bank (Limited).	Banking	23, Market-street, Bradford, Yorkshire.	24 Sept.	7	525	650,000	6,500	6,401	20 – –	127,820 – –	280	Still in operation.
29	London, Buenos Ayres, and River Plate Bank (Limited).	Banking at Buenos Ayres, Monte Video, &c., with a head office in London.	40, Moorgate-street, London.	27 Sept.	8	400	1,000,000	25,000	24,368	No return	209,634 – –	203	- ditto.
30	Standard Bank of British South Africa (Limited).	Carrying on the business of banking in London and South Africa.	90, Cannon-street, London.	15 Oct.	7	35	2,000,000	20,000	10,000 4,340	12 – – 25 – –	214,906 – –	373	- ditto.
31	Bank of Wales (Limited).	Transacting every kind of banking business.	7, Bank-buildings, Old Jewry, London.	23 Oct.	7	7	1,000,000	10,000	5,000	10 – –	39,578 – –	183	- ditto.
32	Union Bank of England and France (Limited).	Transacting every kind of banking business.	83 and 84, King William-street, London.	29 Oct.	7	240	1,000,000	10,000	240	No return	No return	7	No longer in operation.
33	London and South Western Bank (Limited).	Transacting every kind of banking business.	27, Regent-street, Westminster, S.W.	1 Nov.	7	145	500,000	5,000	4,000	15 – –	58,155 – –	220	Still in operation.
	(2.) Unlimited Companies			nil.									

VI.—Banking Companies in existence previously to the passing of the Joint Stock Banking Companies Acts 1857, 1858, and subsequently Registered under those Acts.

N.B.—As these Banks were formed under Letters Patent, or otherwise than by the Memorandum of Association, the requirements of the Order as to the number of persons who signed the Memorandum of Association are inapplicable, and cannot be supplied.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:												
	(1.) Limited Companies:			1858:			£.			£. s. d.	£.		
1	Agra and United Service Bank (Limited).	Banking	27, Cannon-street, London.	18 Nov.	-	-	2,000,000	20,000	20,000	50 – –	1,000,000	685	Still in operation.
2	Bank of Manchester (Limited), now called the Consolidated Bank (Limited).	Banking	Manchester	1859: 11 July	-	-	1,000,000	100,000	43,636	4 – –	174,554	182	- ditto.
3	Liverpool Commercial Banking Company (Limited).	Banking	33, Castle-street, Liverpool.	1860: 15 Aug.	-	-	1,000,000	50,000	35,000	10 – –	350,000	253	- ditto.
4	Union Bank of Manchester (Limited).	Banking	45, Fountain-street, Manchester.	1862: 9 July	-	-	1,000,000	40,000	30,000	10 – –	300,000	188	- ditto.
	(2.) Unlimited Companies:			1857:									
1	Liverpool Borough Bank	Banking	24, North John-street, Liverpool.	11 Nov.	-	-	No return	No return	92,522	No return	No return	296	Wound up.
2	Bank of London	Banking	Threadneedle-street, London.	16 Nov.	-	-	600,000	6,000	6,000	50 – –	300,000	290	Still in operation.
3	Wolverhampton and Staffordshire Banking Company.	Banking	Old Church Yard, Wolverhampton.	8 Dec.	-	-	500,000	10,000	10,000	10 – –	98,960	167	- ditto.
4	Unity Joint Stock Mutual Banking Association.	Banking	10, Cannon-street, London.	16 Dec.	-	-	300,000	3,000	3,000	60 – –	179,195	381	- ditto.
5	City Bank	Banking	Threadneedle-street, London.	18 Dec.	-	-	800,000	8,000	8,000	50 – –	400,000	408	- ditto.
6	Preston Banking Company	Banking	Not stated	23 Dec.	-	-	200,000	2,000	2,000	50 – –	100,000	109	- ditto.
7	Western Bank of London	Banking	Not stated	24 Dec.	-	-	400,000	4,000	4,000	50 – –	200,000	265	Wound up.
8	Agra and United Service Bank	Banking	27, Cannon-street, London.	30 Dec.	-	-	2,000,000	20,000	20,000	50 – –	1,000,000	685	Still in operation.
9	Northumberland and Durham District Banking Company.	Banking	Grey-street, William-street, Newcastle-on-Tyne.	30 Dec.	-	-	667,750	66,775	66,190	Not stated	Not stated	89	Wound up.
				1858:									
10	Bucks and Oxon Union Bank	Banking	Buckingham	2 Jan.	-	-	100,000	100	100	100 – –	5,500	9	Still in operation.
11	Lincoln and Lindsey Banking Company.	Banking	High-street, Lincoln	5 March	-	-	250,000	1,250	1,096	70 – –	76,720	183	- ditto.
12	Dudley and West Bromwich Banking Company.	Banking	Dudley, Worcester, and West Bromwich, Stafford.	20 July	-	-	500,000	10,000	8,420	10 – –	84,200	118	- ditto.

VII.—Total Number of Companies Registered in the City of London, or within Four Miles of the General Post Office - - - 1,674.

E. C. Curzon, Registrar.

OFFICE for the REGISTRATION of JOINT STOCK COMPANIES, formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries.

RETURN of COMPANIES Registered since the Office was established.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
				1863:			£.			£. s. d.	£. s. d.		
1	Tregartha Downs and Owen Vean Consols Mining Company (Limited).	Mining for minerals, ores and metals in the parishes of St. Hilary and Perranuthnoe, in the county of Cornwall.	9, Broad-street Buildings, London.	19 Jan.	7	95	40,000	16,000	No returns made.	No returns made.	No returns made.	No returns made.	Supposed to be still in operation.
2	South Grylls Mining Company (Limited).	Mining for and smelting ores and minerals, in the parish of Breage, in the county of Cornwall.	95, Gracechurch-street, London.	19 Jan.	7	7	20,000	2,000	2,000	10*l*. on 500 shares. 3*l*. on 1,500 shares.	7,957 – – including paid-up shares.	59	ditto.
3	Mineral Court Tin Mine (Limited).	Mining for tin and other metals and minerals, in the county of Cornwall, particularly in the parish of St. Stephens, in Branwell.	Princes' Buildings, 30, North John-street, Liverpool.	12 March	13	1,000	2,000	1,000	1,000	No return made.	No return made.	No return made.	ditto.
4	Saint Just Consols Mining Company (Limited).	Mining for and smelting ores or minerals, in the county of Cornwall.	12, Bucklersbury, London	1 April	7	115	6,000	6,000	No return made.	ditto	ditto	ditto	ditto.
5	West Wheal Friendship Copper Mining Company (Limited).	Mining for copper, tin, and other metalliferous ores, in the parishes of Brentor and Tavistock, in the county of Devon.	4, Great Winchester-street, London.	12 May	8	8	30,000	30,000	ditto	ditto	ditto	ditto	ditto.
6	West Cornwall Consols Tin and Copper Mining Company (Limited).	Mining for and smelting ores and minerals, in the parish of Kea, in the county of Cornwall.	12, Copthall-court, Throgmorton-street, London.	2 June	7	7	30,000	6,000	ditto	ditto	ditto	ditto	ditto.
7	New Concord Silver, Lead, and Copper Mining Company (Limited).	Mining for and smelting silver, lead, copper, and tin, and other ores, in certain estates in the county of Devon.	11, Tokenhouse-yard, London.	11 July	7	65	30,000	10,000	ditto	ditto	ditto	ditto	ditto.
8	East Great Work Mining Company (Limited).	Mining for and smelting ores and minerals, in the county of Cornwall, and elsewhere, in England.	11, Waterloo-place, Pall Mall, Middlesex.	21 July	7	7	30,000	6,000	ditto	ditto	ditto	ditto	ditto.
9	West Wheal Martha Mining Company (Limited).	Mining for and smelting ores and minerals, in the manor of Stokeclimsland, Cornwall, or elsewhere, in England and Wales.	12, Copthall-court, Throgmorton-street, London.	28 July	7	7	30,000	15,000	ditto	ditto	ditto	ditto	ditto.
10	West Wheal Fortune Tin Mining Company (Limited).	Mining for ores and minerals, in the parish of Breage, in the county of Cornwall.	26, Market-street, Manchester, in the county of Lancaster.	20 Aug.	8	75	12,000	2,400	75	2 – –	120 – –	8	ditto.

11	North Wheal Seton Copper Mining Company (Limited).	Mining for tin, copper, iron, and other ores, metals, and metallic minerals, in Kehelland in the parish of Camborne, in the county of Cornwall, or elsewhere.	55, Albion-street, Leeds, in the county of York.	12 Sept. -	7	18	25,000	1,000	No return made.	No return made.	No return made	No return made.	- ditto.
12	Roborough Down Tin and Copper Mining Company (Limited).	Mining for tin, copper, lead, zinc, and silver ores and minerals, in an estate at Roborough Down, near Tavistock, in the county of Devon.	11, Tokenhouse-yard, London.	29 Oct. -	7	140	12,000	4,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
13	East Botallack Consolidated Mining Company (Limited).	Mining for and smelting copper, silver, lead, tin, or other ores, or minerals, in the parish of St. Just, in the county of Cornwall.	3, Falcon-court, Fleet-street, London.	14 Nov. -	7	252	18,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
14	Crenver and Wheal Abraham United Mining Company (Limited).	Mining for and smelting ores and minerals in certain mines and mineral lands, situate in the parish of Crowan, in the county of Cornwall, called or known as Crenver, Wheal Abraham, Oatfield, Wheal Sarah and Trenoweth, and any other mines, minerals, &c., in Cornwall or elsewhere, in England or Wales.	1, Basinghall-street, London.	17 Nov. -	7	350	150,000	30,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
15	Torbay Hematite Iron Mining Company (Limited).	Mining for iron and other ores, minerals, and mineral substances, in Sharpham Point, at Brixham, in the county of Devon.	11, Tokenhouse-yard, London.	21 Nov. -	8	897	12,288	1,024	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
				1864:									
16	Cornish Clay and Tin Works Company (Limited).	Mining for china clay, and tin ore, and other ores and minerals, at Gothers, in the parish of St. Dennis, in the county of Cornwall.	16, Ashley-terrace, North-road, Plymouth, in the county of Devon.	2 Feb. -	7	85	8,000	8,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
17	West Clifford United Tin and Copper Mining Company (Limited).	Mining for and smelting copper, tin, and other minerals, in certain lands in the parish of Gwennap, in the county of Cornwall, or elsewhere.	5, Warnford-court, Throgmorton-street, London.	4 Feb. -	7	7	30,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
18	Central Grylls Mining Company (Limited).	Mining for and smelting ores and minerals, in a mineral sett called Ingewidden, in the parish of St. Hilary, in the county of Cornwall.	95, Gracechurch-street, London.	9 Feb. -	7	7	6,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
19	Pennance Consols Silver, Lead, and Copper Mining Company (Limited).	Mining and smelting in the Pennance Consols Mine, near Falmouth, in the county of Cornwall, or in any other mines or lands in England or Wales.	249, Strand, W.C. London.	6 Feb. -	7	62	12,500	12,500	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
20	Wheal North Grylls Mining Company (Limited).	Mining for and smelting ores, minerals, and mineral substances, in the parish of Zennor, in the county of Cornwall, and elsewhere.	14, Foregate-street, Worcester.	12 Feb. -	8	300	3,000	300	300	- ditto -	- ditto -	- ditto -	- ditto.
21	Caradon and Phœnix Consols Mining Company (Limited).	Mining for ores and minerals in the mine known as the "Caradon and Phœnix Consols Mine," in the parish of Northhill, in the county of Cornwall.	High-street, Launceston, in the county of Cornwall.	15 Feb. -	7	35	12,000	12,000	No return made.	- ditto -	- ditto -	- ditto -	- ditto.

OFFICE for the Registration of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
				1864:			£.			£. s. d.	£. s. d.		
22	Devon Consols Tin Mining Company (Limited).	Mining for tin and other ores and minerals in and about Buckfast Moor, in the parishes of Dean Prior and Lydford, in the county of Devon.	8, Lancaster-place, Strand, in the county of Middlesex.	26 Feb.	7	65	15,000	15,000	No return made.	No return made.	No return made	No return made.	Supposed to be still in operation.
23	New Devon Consols Copper Mining Company (Limited).	Mining for and smelting copper, tin, and other minerals, in lands in the parish of Lamerton, in the county of Devon.	23, Moorgate-street, London.	7 March	7	7	50,000	2,000	- ditto -	- ditto -	- ditto -	- ditto -	- ditto.
24	East Tywarnhaile Mining Company (Limited).	Mining for ores and minerals, in the county of Cornwall.	Not stated - - -	15 March	7	45	30,000	6,000	- ditto -	- ditto -	- ditto -	- ditto -	- ditto.
25	Cape Cornwall Saint Just Consolidated Tin and Copper Mining Company (Limited).	Mining for copper, tin, and other ores, metals, and minerals, in the parish of St. Just, near Penzance, in the county of Cornwall, and in other lands in England or Wales.	12, Bucklersbury, London.	17 March	7	305	20,000	8,000	- ditto -	- ditto -	- ditto -	- ditto -	- ditto.
26	Lanivet Mining Company (Limited).	Mining for minerals in lands forming part of the Lesquite Estate, in the parish of Lanivet, in the county of Cornwall.	8, Union-street, Liverpool, Lancashire.	18 March	7	350	6,000	3,000	3,000	1 10 – on 1,000 1 2 6 on 2,000	3,731 5 –	17	- ditto.
27	New Combmartin Silver Lead Mining Company (Limited).	Mining for ores and minerals in lands in England or Wales, particularly in lands in the district of Combmartin, in the county of Devon.	7, George-yard, Lombard-street, London.	14 April	7	7	16,000	8,000	No return made.	No return made.	No return made	No return made.	- ditto.
28	Swincombe Vale Mining Company (Limited).	Mining for and smelting all minerals to be obtained from certain mines and mining ground, in the parish of Lydford, in the county of Devon.	Not stated - - -	14 April	7	60	10,000	10,000	- ditto -	- ditto -	- ditto -	- ditto -	- ditto.
29	Wheal Friendship Company (Limited).	Mining for copper, tin, lead, and all other ores, minerals, and metallic substances, in the county of Devon.	6, Queen-street-place, Upper Thames-street, London.	16 April	7	174	20,480	1,024	- ditto -	- ditto -	- ditto -	- ditto -	- ditto.
30	Trevesa and Brea Tin and Copper Mining Company (Limited).	Mining for tin, copper, and other minerals, in the county of Cornwall.	Not stated - - -	16 April	7	700	12,000	6,000	- ditto -	- ditto -	- ditto -	- ditto -	- ditto.

Truro, 25 April 1864.

W. Michell,
Assistant Registrar of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries.

RETURN of the Names, Objects, Places where Business is or was transacted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed or Registered since the passing of the Act 18 & 19 Vict. c. 133; and also the Number of Shareholders in each of the said Companies, according to the last Return, and whether still in Operation, or being Wound up.

I.—JOINT STOCK COMPANIES (Limited), Formed and Registered under the LIMITED LIABILITY ACT, 1855 (18 & 19 Vict. c. 133).

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND:			1855:			£.			£. s. d.	£. s. d.		
1	Castleblayney Gaslight Company (Limited).	Lighting Castleblayney with gas	Castleblayney, Monaghan.	10 Dec. -	No memorandum -		2,500	250	250	10 - -	2,500 - -	29	Still in operation.
				1856:									
2	Navan Gas Company (Limited)	Lighting Navan and its vicinity with gas.	Market-square, Navan, county Meath.	12 April	- -	- -	4,000	400	400	5 - -	2,000 - -	41	- ditto.
3	Kilrush Gas Company (Limited).	Making and vending gas at Kilrush.	Market-square, Kilrush, county Clare.	16 Jan. -	- -	- -	1,420	142	142	10 - -	1,420 - -	29	Ditto.—*N.B.* Registered in England and transferred to Ireland.

II.—JOINT STOCK COMPANIES Formed or Registered under the JOINT STOCK COMPANIES Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14).

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	(1.) Limited Companies:			1856:			£.			£. s. d.	£. s. d.		
4	Queenstown Gas Company (Limited).	Lighting Queenstown with gas -	45, South Mall, Cork -	21 Aug. -	7	155	7,000	700	500	10 - -	5,000 - -	36	Still in operation.
5	Cork Gas Consumers' Company (Limited).	Lighting Cork with gas - -	72, South Mall, Cork -	18 Sept.	8	450	90,000	18,000	11,993	5 - -	58,674 10 -	262	- ditto.
6	Slaney Navigation Company (Limited).	Improvement of navigation of River Slaney.	Castle Hill, Enniscorthy, county Wexford.	15 Nov. -	9	145	30,000	1,500	631	1 - -	631 - -	50	- ditto.
7	Royal Irish Fisheries Company (Limited).	Building and purchasing vessels to be employed in carrying cargoes and fishing.	2, Lower Pembroke-street, Dublin.	22 Nov. -	11	450	50,000	10,000	1,188	4 - -	5,005 - -	25	Being wound up.
8	Ennis Gas Consumers' Company (Limited).	Lighting Ennis and its vicinity with gas.	Arthur's-row, Ennis, county Clare.	1 Dec. -	44	183	2,500	250	250	10 - -	2,500 - -	26	Still in operation.

II.—Joint Stock Companies Formed or Registered under the Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14)—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Ireland—*continued.* (1.) Limited Companies—*continued.*			1857:			£.			£. s. d.	£. s. d.		
9	Dundalk Exchange and Market Company (Limited).	The establishment and maintenance of an exchange, and public rooms and markets.	County Court House, Dundalk, County Louth.	13 Jan. -	13	125	8,000	800	479	10 - -	4,167 10 -	105	Being wound up.
10	Dungannon Building Company (Limited).	Building and disposing of houses in Dungannon.	No place of business -	27 Jan. -	13	89	3,000	300	89	No call -	- - -	13	No longer in operation.
11	Maryborough Gas Company (Limited).	Lighting Maryborough and its vicinity with gas.	Maryborough, Queen's County.	6 Mar. -	7	1,000	3,000	3,000	2,793	- 5 -	698 5 -	31	Still in operation.
12	Newry Gas Consumers' Company (Limited).	Lighting Newry and its vicinity with gas.	Kilmorey-street, Newry	4 April -	13	275	7,000	1,400	1,400	5 - -	6,969 - -	69	- ditto.
13	Athy Gas Company (Limited)	Lighting Athy and its vicinity with gas.	Athy, County Kildare -	14 April -	13	127	2,500	500	500	4 - -	2,000 - -	41	- ditto.
14	Carrickmacross Gas Company (Limited).	Lighting Carrickmacross and its vicinity with gas.	Carrickmacross, County Monaghan.	23 April -	35	137	2,000	200	197	10 - -	1,970 - -	40	- ditto.
15	Dundrum and Newcastle Steam Packet Company (Limited).	Conveyance of goods and passengers in ships.	Quay, Dundrum, Clough, County Down.	23 April -	7	85	8,000	800	556	10 - -	5,560 - -	49	- ditto.
16	Ballycastle Gas Company (Limited).	Lighting Ballycastle and its vicinity with gas.	Ballycastle, County Antrim.	25 May -	7	65	2,000	200	171	2 - -	192 - -	34	Dissolved.
17	Queenstown Waterworks Company (Limited).	Supplying Queenstown and its vicinity with water.	45, South Mall, Cork -	10 July -	7	75	5,000	500	301	10 - -	3,010 - -	25	Still in operation.
18	Longford Gas Company (Limited).	Lighting Longford and its vicinity with gas.	Great Water-street, Longford.	11 July -	26	311	3,000	1,000	1,000	3 - -	3,000 - -	60	- ditto.
19	Irish National Publishing Association (Limited).	Publication of books, pamphlets, prints, and newspapers.	5, North-street, Belfast	18 July -	7	16	2,000	200	16	- - -	- - -	7	No longer in operation.
20	Cork Equitable Loan Company (Limited).	Borrowing money, granting loans, and discounting bills and notes.	115, Old George's-street, Cork.	28 Aug. -	7	70	20,000	4,000	400	10 - -	4,000 - -	10	Still in operation.
21	Cullentragh Park Mining Company (Limited).	Carrying on mining business at Cullentragh Park, in the County Wicklow.	Cullentragh Park, Rathdrum, County Wicklow.	17 Sept. -	7	8	3,000	24	24	25 - -	2,680 - -	7	Being wound up.
22	Foyle Steamboat Company (Limited).	Conveyance of passengers and goods, in ships.	Richmond-street, Londonderry.	19 Sept. -	24	200	3,000	300	200	10 - -	2,000 - -	26	- ditto.
23	Kells Joint Stock Baking Company (Limited).	Giving cheap and good bread -	Farrell-street, Kells, County Meath.	3 Oct. -	9	9	500	100	35	5 - -	175 - -	28	Still in operation.
24	Gievraunn Copper Mine Company (Limited).	Carrying on mining business at Gievraunn, in the county Mayo.	43, Grafton-street, Dublin.	17 Oct. -	7	710	10,000	10,000	1,500, and 1,400 *l.* stock.	1 - -	2,900 - -	21	No longer in operation.
25	Wicklow Gas Company (Limited).	Lighting Wicklow with gas -	Main-street, Wicklow -	5 Nov. -	7	135	3,000	300	300	10 - -	3,000 - -	21	Still in operation.
26	"Newry Herald" Company (Limited).	Printing, publication, and sale of "Newry Herald" newspaper.	15, Hill-street, Newry	31 Dec. -	7	132	3,000	300	198	10 - -	1,980 - -	29	No longer in operation.
27	Dublin Independent Gas Consumers' Company (Limited).	Manufacture and sale of gas -	5, Dame-street, Dublin	1858: 14 Jan. -	8	370	80,000	16,000	3,059	- 1 -	119 6 -	505	Being wound up.
28	Milltown Silver Lead Mining Company (Limited).	Carrying on mining business at Milltown, in County Clare.	9, Westmoreland-street, Dublin.	23 Feb. -	8	325	15,000	3,000	No return	No return -	No return -	8	No longer in operation.
29	Cork Clay Works Company (Limited).	Manufacture of bricks, tiles, and other articles of clay.	72, South Mall, Cork -	18 May -	9	270	5,500	550	550	10 - -	5,400 - -	25	Still in operation.

30	Galway Bay Steam Navigation Company (Limited).	Conveyance of passengers, cattle, and goods in ships,	No return - - -	28 May -	7	290	3,000	600	No return	No return -	No return -	7	No longer in operation.
31	Ulster Printing Company (Limited).	Purchase and publication of "Belfast Daily Mercury" newspaper.	8, Commercial Buildings, Belfast.	19 June -	7	27	5,000	250	168	20 – –	3,360 – –	39	Dissolved.
32	Belfast Catholic Institute Association (Limited).	Construction and support of public lecture hall, library, reading rooms, and club-house.	6, Castle Chambers, Belfast.	15 July -	20	273	6,000	6,000	3,136	1 – –	1,901 2 6	807	Still in operation. *N.B.*—On 25 shares, no call has been made.
33	Bray Gas Company (Limited)	Lighting Bray and its vicinity with gas.	Bray, County Wicklow	15 Nov. -	7	110	3,500	350	335	10 – –	3,350 – –	24	Being wound up.
34	Bagenalstown Gas Company (Limited).	Manufacture and sale of gas -	1, Market-square, Bagenalstown, Co. Carlow.	16 Nov. -	30	699	2,500	1,250	974	2 – –	1,948 – –	30	Still in operation.
35	Ballymontena Joint Stock Company (Limited).	Granting loans, discounting bills and notes, and borrowing money.	Ballymontena, Ahoghill, County Antrim.	29 Nov. -	7	410	4,000	4,000	3,498	1 – –	3,498 – –	64	- ditto.
36	Newbridge Gas Consumers' Company (Limited).	Manufacture and sale of gas -	Newbridge, County Kildare.	1859: 5 Jan. -	8	141	2,000	400	400	5 – –	2,000 – –	26	- ditto.
37	Newtownlimavady Water Company (Limited).	Supplying Newtownlimavady with water.	14, Main-street, Newtownlimavady, County Londonderry.	7 Jan. -	7	65	2,000	200	No return	No return -	No return -	7	- ditto.
38	Wicklow Railway Hotel Company (Limited).	Constructing and maintaining an hotel at Wicklow.	Railway Hotel, Wicklow.	27 Jan. -	7	232	5,000	1,000	- ditto -	- ditto -	- ditto -	7	- ditto.
39	Ulster Hall Company (Limited).	Construction and maintenance of a hall and other buildings for concerts and public assemblies.	Ulster Hall, Linen Hall-street, Belfast.	4 Feb. -	10	525	20,000	10,000	6,782	2 – –	13,292 7 6	420	- ditto.
40	Mullingar Gas Company (Limited).	Lighting Mullingar and its vicinity with gas.	Friar's Mill-road, Mullingar, County Westmeath.	11 Feb. -	14	190	3,420	1,140	1,140	3 – –	3,009 18 10½	118	- ditto.
41	Carysfort Mining Company (Limited).	Carrying on business of mining -	65, Dame-street, Dublin.	12 Feb. -	9	650	50,000	20,000	20,000	2 *l.* 10 *s.* per share on 3,200 shares; 1 *l.* 5 *s.* per share on 16,800 shares.	29,000 – –	223	- ditto.
42	Mountmellick Gas Company (Limited).	Lighting Mountmellick and its vicinity with gas.	Park-street, Mountmellick, Queen's County.	16 Feb. -	14	210	2,500	500	458	5 – –	2,293 – –	54	- ditto.
43	Turkish Bath Company of Dublin (Limited).	The establishment in Dublin of Turkish baths on Doctor Barter's improved principle.	2, College-green, Dublin.	17 Feb. -	7	68	8,000	320	320	25 – –	8,000 – –	31	- ditto.
44	Dungarvan Gas Consumers' Company (Limited).	Lighting Dungarvan and its vicinity with gas.	Court House, Bridge-street, Dungarvan, County Waterford.	15 Mar. -	8	106	3,000	600	307	5 – –	1,485 – –	43	- ditto.
45	Peel Castle and Glenmay Mining Company (Limited).	Carrying on mining business on lands in parish of Patrick, Isle of Man.	3, Donegal-street-place, Belfast.	12 April -	7	113	7,500	1,000	500	10 – –	4,481 10 –	39	Still in operation. *N.B.* — There are 50 free shares.
46	Portadown Newspaper Company (Limited).	Printing and publishing a newspaper in Portadown, County of Armagh.	No return - - -	16 April -	16	20	300	30	No return	No return -	No return -	16	No longer in operation.
47	Midleton Gas Company (Limited).	Lighting Midleton and its vicinity with gas.	Midleton, County Cork	25 May -	7	59	3,000	300	220	10 – –	2,200 – –	19	Still in operation.
48	Carrick-on-Suir Gas Company (Limited).	Lighting Carrick-on-Suir with gas.	Carrick-on-Suir, County Tipperary.	30 May -	9	101	3,000	300	269	10 – –	2,690 – –	25	- ditto.
49	Dublin Protestant Metropolitan Hall Company (Limited).	Purchasing and fitting up a hall in Dublin for Protestant meetings.	Metropolitan Hall, Lower Abbey-street, Dublin.	1 July -	7	80	3,500	700	700	5 – –	3,500 – –	161	- ditto.
50	Holywood Gas Company (Limited).	Lighting Holywood and its vicinity with gas.	Kennegar, Holywood, County Down.	16 July -	10	425	4,000	2,000	2,000	2 – –	4,000 – –	68	- ditto.
51	Tallow Gas Company (Limited).	Manufacture and sale of gas -	Doyle's Mill, Tullow, County Carlow.	11 Aug. -	9	82	2,000	400	240	5 – –	1,142 – –	24	- ditto.
52	Waterford "Citizen" Newspaper Company (Limited).	Printing, publication, and sale of newspapers.	32, King-street, Waterford.	20 Aug. -	7	11	1,000	200	No return	No return -	No return -	7	No longer in operation.

II.—Joint Stock Companies Formed or Registered under the Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14)—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Ireland—*continued.*												
	(1.) Limited Companies—*continued.*			1859:			£.			£. s. d.	£. s. d.		
53	Barravore Silver Lead Mining Company (Limited).	Working of mines and carrying on mining business.	33, Upper Sackville-street, Dublin.	13 Sept. -	9	900	6,500	6,500	6,500	1 - -	3,225 2 6	75	Dissolved.
54	Waterford Turkish Baths Company (Limited).	Construction and maintenance of Turkish baths.	55, Merchants' Quay, Waterford.	29 Sept. -	7	310	1,500	1,500	1,500	1 - -	1,500 - -	41	Still in operation.
55	Tullamore Gas Company (Limited).	Manufacture and sale of gas -	Tullamore, King's County.	8 Oct. -	14	280	2,700	540	540	5 - -	2,700 - -	32	- ditto.
56	Mineral Exploring Company (Limited).	Searching and exploring for minerals.	33, Upper Sackville-street, Dublin.	17 Oct. -	7	7	1,000	20	17	25 - -	425 - -	14	- ditto.
57	Saintfield Gaslight Company (Limited).	Manufacture and sale of gas -	Square, Saintfield, County Down.	27 Oct. -	20	81	1,000	200	144	5 - -	712 - -	40	- ditto.
58	Gorey Gas and Water Company (Limited).	Manufacture and sale of gas, and supplying Gorey with water.	Gorey, County Wexford	3 Dec. -	8	62	2,000	400	195	4 - -	749 - -	39	- ditto.
59	Edenderry and Enfield Coach and Car Company (Limited).	Conveyance of passengers and goods in coaches, &c. between Edenderry, Enfield, and other places.	Nowlan's Hotel, Edenderry, King's County.	7 Dec. -	10	14	500	100	98	4 - -	372 - -	89	- ditto.
60	Castleward United Mining Company (Limited).	Carrying on business of mining -	33, Upper Sackville-street, Dublin.	16 Dec. -	10	1,100	10,000	10,000	6,878	1 - -	5,760 - -	68	- ditto.
61	Newtownlimavady Market Company (Limited).	Construction and maintenance of markets in Newtownlimavady.	Market Buildings, Killane, Newtownlimavady, County of Londonderry.	1860: 11 Jan. -	29	163	3,000	300	231	10 - -	2,261 - -	45	- ditto.
62	Kilkenny Junction Railway Company (Limited).	Construction and maintenance of railway from Kilkenny Station of Waterford and Kilkenny Railway, to Montrath Station of Great Southern and Western Railway.	2, Bank-place, Mall, Waterford.	13 Jan. -	8	320	140,000	14,000	No return	No return	No return -	8	- ditto.
63	Tuam Gas Company (Limited)	Lighting Tuam and its vicinity with gas.	Tuam, County Galway	24 Jan. -	9	200	3,000	600	597	5 - -	2,671 8 -	60	- ditto.
64	Clones Gas Company (Limited)	Lighting Clones and its vicinity with gas.	Analore-street, Clones, County Monaghan.	26 Jan. -	32	198	2,000	200	200	9 - -	1,800 - -	33	- ditto.
65	Wexford Steam Ship Company (Limited).	Conveyance of passengers and goods in ships.	Trinity-street, Wexford	31 Jan. -	7	76	30,000	300	231	100 - -	22,400 - -	18	- ditto.
66	Dublin Traders' Steam Packet Company (Limited).	Conveyance of cattle, passengers, goods, or mails, in steam vessels between Dublin, Liverpool, and other ports.	22, Eden Quay, Dublin	31 Jan. -	7	330	100,000	10,000	No return	No return	No return -	7	No longer in operation.
67	Killarney Gas Company (Limited).	Lighting Killarney and its vicinity with gas.	Killarney, County Kerry	20 Mar. -	7	70	3,000	600	373	5 - -	1,821 - -	29	Still in operation.
68	Belfast Turkish Bath Company (Limited).	Establishment and maintenance of Turkish and other baths.	19, Donegal-place, Belfast.	21 Mar. -	26	120	3,000	600	153	- 3 -	22 19 -	28	Dissolved.
69	Symes & Company (Limited) -	Establishment of a brewery, and the making and sale of malt liquors.	Mall, Drogheda - -	23 Mar. -	7	18	10,000	200	76	50 - -	3,800 - -	12	Being wound up.

70	Indian Flax Company (Limited).	Promotion of the growth, culture, and preparation of flax and other fibrous substances in British India.	12 and 13, Victoria-chambers, Belfast.	4 May -	14	505	50,000	5,000	1,582	4 - -	5,936 - -	60	Still in operation.
71	Roscommon Gas Company (Limited).	Lighting Roscommon and its vicinity with gas.	Roscommon - -	24 May -	16	167	2,500	500	362	5 - -	1,807 - -	31	- ditto.
72	Portadown Loan Company (Limited).	Granting loans, discounting bills and notes, and borrowing money.	Town Hall, Portadown, County Armagh.	25 May -	41	1,920	20,000	2,000	2,000	1 5 -	2,500 - -	37	- ditto.
73	Coal Mining Company of Ireland (Limited).	Working of coal and culm mines in Ireland.	52, Lower Sackville-street, Dublin.	29 May -	7	340	20,000	2,000	1,740	4 - -	4,085 - -	42	- ditto. *N.B.* There are 650 free shares.
74	Balbriggan Gas Company (Limited).	Lighting Balbriggan with gas -	Balbriggan, County Dublin.	15 June -	33	346	1,400	350	350	4 - -	1,400 - -	31	Still in operation.
75	Armagh Gas-light Company (Limited).	Lighting Armagh and its vicinity with gas.	Callan-street-lane, Armagh.	21 June -	17	133	3,000	300	300	10 - -	3,090 - -	39	- ditto.
76	Strabane Steam-boat Company (Limited).	Conveyance of passengers and goods in steam and other vessels between Strabane and Londonderry and other places.	Strabane, County Tyrone	29 June -	9	485	6,000	1,200	1,200	3 10 -	4,194 - -	31	- ditto.
77	Cork Model Dwellings Association (Limited).	Construction and acquisition of dwellings at or near to Cork, and disposing of same.	65, South Mall, Cork -	16 July -	7	165	3,000	600	234	4 *l.* per share on 180 shares, and 1 *l.* per share on 54 shares.	744 - -	13	- ditto.
78	Wicklow Gold Mining Company (Limited).	Searching and mining for gold in district conceded by Commissioners of Woods and Forests.	Stedman Hotel, Wooden Bridge, Arklow, County Wicklow.	3 Sept. -	8	45	1,200	60	60	14 - -	840 - -	11	Being wound up.
79	City of Dublin Monetary Accommodation and Discount Company (Limited).	Discounting bills and notes, lending money, investing money, and borrowing money.	7, Anglesea-street, Dublin.	5 Sept. -	11	14	10,000	200	62	30 - -	1,470 - -	54	Still in operation.
80	Dingle Market Company (Limited).	Construction and maintenance of markets at Dingle.	Bridge-place, Dingle, County Kerry.	2 Oct. -	20	118	1,500	150	150	- 10 -	40 - -	25	- ditto.
81	Citizens River Steamers Company (Limited).	Conveyance of goods and passengers in steamers or packets.	Merchants' Quay, Cork	11 Oct. -	7	505	20,000	10,000	9,883	2 - -	19,712 15 -	379	- ditto.
82	Royal Belfast Botanic and Horticultural Company (Limited).	Promotion of botanic and horticultural science by means of gardens.	47, Lower Arthur-street, Belfast.	30 Nov. -	278	357	3,525	500	405	7 1 -	2,862 6 -	312	- ditto.
83	Warrenpoint Gas Consumers' and Waterworks Company (Limited).	Lighting with gas and supplying with water Warrenpoint and its vicinity.	Warrenpoint, County of Down.	17 Dec. -	11	360	3,000	600	600	3 15 -	2,220 - -	29	- ditto.
84	Antrim Markets Company (Limited).	Construction and maintenance of markets in Antrim.	Patie's-lane, Antrim -	21 Dec. -	53	1,000	1,500	1,500	1,133	1 - -	1,133 - -	48	- ditto.
85	Ballyshannon Gas Company (Limited).	Lighting Ballyshannon and its vicinity with gas.	Mall, Ballyshannon, County Donegal.	1861. 18 Jan. -	10	41	2,500	250	199	10 - -	1,910 - -	36	- ditto.
86	Veterinary College of Ireland (Limited).	Establishment of a school of veterinary art.	2, College-green, Dublin	15 Feb. -	7	51	6,000	1,200	No return	No return	No return -	7	No longer in operation.
87	Navan Public Bakery Company (Limited).	Making and sale of bread - -	Trim Gate-street, Navan, County Meath.	16 Feb. -	19	47	365	73	73	5 - -	365 - -	31	- ditto.
88	Mallow Gas Company (Limited).	Lighting Mallow and its vicinity with gas.	No return - - -	14 Mar. -	7	70	4,000	200	No return	No return	No return -	7	- ditto
89	Enniscorthy Labourers' Cottages Improvement Company (Limited).	Erection, improvement, sale, and letting of houses for tradesmen and labourers.	Enniscorthy, County Wexford.	29 April -	10	17	2,000	40	17	50 - -	850 - -	10	- ditto.
90	Oriental Bath Company of London (Limited).	Establishing hot-air baths, on Dr. Barter's principle, in London and its vicinity.	2, College-green, Dublin	15 May -	7	240	50,000	5,000	2,455	10 - -	24,472 10 -	99	- ditto.

II.—Joint Stock Companies Formed or Registered under the Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14)—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Ireland—*continued.*			1861:			£.			£. s. d.	£. s. d.		
	(1.) Limited Companies—*continued.*												
91	Dundalk Commercial Buildings and Market Company (Limited).	Construction and maintenance of an exchange, markets, and assembly and other public rooms, at Dundalk.	Commercial-buildings, Crowe-street, Belfast.	12 June -	24	49	7,000	140	65	50 - -	2,535 - -	32	Still in operation.
92	Kinsale Gas Company (Limited).	Lighting Kinsale and its vicinity with gas.	4, Fisher-street, Kinsale, County Cork.	13 June -	13	225	2,000	400	No return	No return	No return -	13	- ditto.
93	Dublin and Kingstown Steampacket Company (Limited).	Conveyance of passengers and goods in steamers between Dublin and Kingstown.	29, Eden Quay, Dublin	14 June -	8	200	20,000	10,000	2,937	2 - -	4,740 - -	233	- ditto.
94	Lough Erne Steam-boat Company (Limited).	Conveyance of goods and passengers in ships.	Enniskillen, County Fermanagh.	19 June -	8	302	10,000	2,000	875	5 - -	4,325 - -	40	- ditto.
95	Kingstown and Dublin Omnibus Company (Limited).	Conveyance of passengers and goods in omnibuses between Kingstown and Dublin.	49, Upper George's-street, Kingstown, County Dublin.	22 June -	7	90	3,000	6,000	2,334	- 10 -	237 17 -	260	- ditto.
96	Inchicore and City of Dublin Enterprise Omnibus Company (Limited).	Supplying omnibus conveyance between Inchicore and Dublin.	"Inchicore Tavern," Golden Bridge, Dublin.	17 July -	7	70	1,000	1,000	1,000	1 - -	995 - -	65	- ditto.
97	"Nationalist" Newspaper Company (Limited).	Printing and publishing newspaper called the "Nationalist."	43, Grand Parade, Cork	15 Aug. -	7	44	1,000	1,000	No return	No return	No return -	7	No longer in operation.
98	Newry Waterworks Company (Limited).	Supplying Newry with water -	9, Kilmorey-street, Newry, County Down.	23 Aug. -	7	500	6,000	600	550	10 - -	5,500 - -	11	Still in operation.
99	Dundrum Gas Company (Limited).	Manufacture and sale of gas -	Dundrum, County Dublin.	17 Sept. -	7	72	4,500	450	250	4 - -	1,000 - -	33	- ditto.
100	Wicklow Tramway Company (Limited).	Construction and maintenance of tramways at Wicklow.	Wicklow town - -	18 Sept. -	7	825	2,000	2,000	2,000	- 2 -	134 15 -	19	- ditto.
101	National Manure Company of Ireland (Limited).	Manufacture and sale of artificial manure.	15, Lower Ormond Quay, Dublin.	2 Oct. -	7	110	10,000	5,000	No return	No return	No return -	7	No longer in operation.
102	Donaghadee Gas-light Company (Limited).	Lighting Donaghadee and its vicinity with gas.	10, New-street, Donaghadee, County Down.	19 Oct. -	32	234	2,000	400	400	5 - -	2,000 - -	62	Still in operation.
103	National Provincial Discount Company (Limited).	Lending money and receiving deposits of money.	2, Stephen's-green, Dublin.	5 Nov. -	7	85	250,000	250,000	No return	No return	No return -	7	- ditto.
104	Port Stewart Tramway Company (Limited).	Conveyance of passengers and goods on tramways between Port Stewart and Northern Counties Railway.	No return - - -	30 Nov. -	7	7	4,000	2,000	- ditto -	- ditto -	- ditto -	7	- ditto.
				1862:									
105	Monaghan Gas Company (Limited).	Manufacture and sale of gas -	Monaghan town - -	20 Jan. -	7	199	3,500	700	629	5 - -	3,145 - -	20	- ditto.
106	Religious and General Book Company (Limited).	Promotion of sale of Methodist and other publications in Ireland.	72, Grafton-street, Dublin.	19 Feb. -	9	93	2,000	400	231	4 - -	781 - -	113	- ditto.
107	Ulster Catholic Publishing Company (Limited).	Publication and sale of a Catholic newspaper and Catholic books.	2, Hercules-place, Belfast.	8 April -	30	293	5,000	5,000	2,280	1 - -	1,603 - -	483	- ditto.
108	North Wall Omnibus Company (Limited).	Conveyance of passengers' goods, and passengers, in omnibuses.	No return - - -	16 April -	12	37	1,000	100	No return	No return	No return -	12	No longer in operation.
109	Dublin Exhibition Palace and Winter Garden Company (Limited).	Public exhibitions connected with the fine arts, public lectures, and horticulture.	112, Grafton-street, Dublin.	17 May -	31	2,055	50,000	10,000	8,762	3 - -	17,340 10 -	503	Still in operation.

110	Carbery Mining Company (Limited).	Working of mines and quarries in Ireland.	29, Westmoreland-street, Dublin.	23 May -	7	700	5,000	5,000	3,841	- -	- - -	14	- ditto.
111	Metropolitan Loan Company (Limited).	Discounting bills and notes, lending money, investing money, and borrowing money.	24, Great Ship-street, Dublin.	9 Aug. -	7	34	5,000	500	500	5 *s.* per calender month.	2,637 3 -	241	- ditto.
112	Loughrea Joint Stock Brewery Company (Limited).	Brewing and vending ale, beer, and porter.	Loughrea, County Galway.	16 Aug. -	11	97	3,000	600	335	2 10 -	837 10 -	62	- ditto.
113	Roscarbery Baking Company (Limited).	Manufacture of bread and breadstuffs.	Roscarbery, County Cork.	6 Sept. -	7	169	500	500	354	- 15 -	253 - -	51	- ditto.
114	Boyle Gas-light and Coke Company (Limited).	Lighting Boyle, in County Roscommon, with gas, and making coke.	Quay-street, Sligo -	18 Sept. -	7	57	2,000	400	320	5 - -	1,530 - -	16	- ditto.
115	Kilrush Packet Company (Limited).	Conveyance of passengers and goods in ships.	28, Moore-street, Kilrush, County Clare.	25 Sept. -	24	282	400	400	No return	No return	No return -	24	- ditto.
116	Irish Catholic Publishing Company (Limited).	Publication of Morning News, Evening News, and Weekly News (newspapers), and other periodicals.	70, Talbot street, Dublin.	27 Oct. -	8	915	10,000	10,000	2,461	1 - -	2,409 - -	61	- ditto.
				1859:									
117	Conouree Mining Company (Limited).	Purchasing lease of Connoree Mine, in County Wicklow, and carrying on mining business there.	46, Dame-street, Dublin.	1 Aug. -	7	7	50,000	50,000	49,910	1 - -	49,910 - -	438	Still in operation; registered in London, and transferred to Dublin, under 25 & 26 Vic. c. 89, ss. 211, 212.
				1856:									
118	Cootehill Gas light Company (Limited).	Lighting Cootehill and its vicinity with gas.	Cootehill, County Cavan.	27 Aug. -	9	39	2,000	200	181	10 - -	1,810 - -	26	Still in operation; provisionally registered under 7 & 8 Vict. c. 110.
119	Letterkenny Gas Company (Limited).	Lighting Letterkenny and its vicinity with gas.	Letterkenny, County Donegal.	15 Aug. -	7	56	1,500	150	150	10 - -	1,500 - -	44	- ditto.
120	Comber Gas-light Company (Limited).	Lighting Comber and its vicinity with gas.	Millar's Distillery, Comber, County Down.	8 Nov. -	7	99	1,200	240	240	5 - -	1,200 - -	15	- ditto.
				1857:									
121	Dundalk Gas-light Company (Limited).	Lighting Dundalk and its vicinity with gas.	37, Bridge-street, Dundalk, County Louth.	5 June -	7	59	11,000	440	440	25 - -	5,500 - -	28	- ditto.
	(2.) Unlimited Companies:			1856:									
122	Dungannon Gas Company -	Lighting Dungannon with gas -	Washingford-row, Dungannon, County Tyrone.	27 Sept. -	16	600	3,000	600	600	5 - -	3,000 - -	16	Still in operation.
	(3.) Companies existing previously to the passing of the said Acts, but subsequently Registered thereunder as Limited Companies:												
				1856:									
123	General Mining Company for Ireland (Limited).	Taking lands and royalties for mining purposes, and carrying on mining business.	29, Westmoreland street, Dublin.	24 Dec. -	- No memorandum -		250,000	10,000	7,800	4 - -	31,200 - -	139	Still in operation; completely registered under 7 & 8 Vict. c. 110.
124	Drogheda Steam-packet Company (Limited).	Conveyance of passengers, cattle, and goods, in steamers, between Drogheda and Liverpool.	Steam-packet Quay, Drogheda.	1 Nov. -	- - ditto - -		133,400	6,670	6,670	20 - -	133,255 - -	348	- ditto.
				1857:									
125	Incorporated Merchants of Tralee Company (Limited).	Construction and maintenance of markets in Tralee.	Rock-street, Tralee, County Kerry.	17 Jan. -	- - ditto - -		3,000	150	116	20 - -	2,140 - -	49	- ditto.
126	Kilkenny Gas Company (Limited).	Lighting Kilkenny with gas -	John's Green, Kilkenny	14 Nov. -	- - ditto - -		4,000	400	400	10 - -	4,000 - -	32	- ditto.
				1856:									
127	Limerick Gas Consumers' Company (Limited).	Lighting Limerick with gas -	West Water Gate, Limerick.	3 Nov. -	- - ditto - -		15,000	3,000	1,689	5 - -	8,445 - -	79	Dissolved; completelyregistered under 7 & 8 Vict. c. 110.

II.—Joint Stock Companies Formed or Registered under the Joint Stock Companies Acts, 1856, 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14)—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Ireland—*continued.*												
	(3.) Companies existing, &c.—*continued.*			1856:			£.			£. s. d.	£. s. d.		
128	Larne Gas Company (Limited).	Lighting Larne and its vicinity with gas.	Larne, County Antrim -	3 Nov. -	- No memorandum -		2,100	210	210	10 - -	2,100 - -	24	Still in operation; completely registered under 7 & 8 Vict. c.110.
129	Cavan Gas-light Company (Limited).	Lighting Cavan with gas - -	Church-lane, Cavan -	1857: 30 July -	- - ditto - -		2,000	400	400	5 - -	2,000 - -	18	- ditto.
130	London and Limerick Steamship Company (Limited).	Carriage of passengers, cattle, and goods, in steamers, between Limerick and London, and other places.	Limerick Docks, Limerick.	1856: 7 Oct. -	- - ditto - -		150,000	7,500	7,500	7 10 -	56,250 - -	48	- ditto.
131	Portaferry Gas-light Company (Limited).	Lighting Portaferry and its vicinity with gas.	Shore-street, Portaferry, County Down.	3 Nov. -	- - ditto - -		1,250	250	243	5 - -	1,210 - -	27	- ditto.
132	Ballynahinch Gas-light Company (Limited).	Lighting Ballynahinch and its vicinity with gas.	Ballynahinch, County Down.	25 Nov. -	- - ditto - -		1,095	219	219	5 - -	1,095 - -	23	- ditto.
133	Bangor Gas-light Company (Limited).	Lighting Bangor, County Down, and its vicinity with gas.	Ballymagee-street, Bangor, County Down.	14 Nov. -	- - ditto - -		1,750	350	350	5 - -	1,750 - -	31	- ditto.
134	Carrickfergus Gas Company (Limited).	Lighting Carrickfergus and its vicinity with gas.	Irish Quarter, West, Carrickfergus, County Antrim.	29 Oct. -	- - ditto - -		3,000	600	600	5 - -	3,000 - -	48	- ditto.
135	Antrim Gas-light Company (Limited).	Lighting Antrim and its vicinity with gas.	Patio's-lane, Antrim -	14 Nov. -	- - ditto - -		1,800	1,800	1,800	1 - -	1,800 - -	29	- ditto.
136	Dundalk and Midland Steampacket Company (Limited).	Conveyance of passengers, cattle, and goods, in steamers, between Dundalk and Liverpool.	Quay, Dundalk, County Louth.	25 Oct. -	- - ditto - -		60,000	6,000	3,749	10 - -	35,809 3 11	213	Dissolved; completely registered under 7 & 8 Vict. c. 110.
137	Lisburn Gas-light Company (Limited).	Lighting Lisburn with gas - -	Bridge-street, Lisburn, County Antrim.	1857: 9 Feb. -	- - ditto - -		5,000	500	500	10 - -	4,980 - -	31	Still in operation.
138	Dundalk Steam-packet Company (Limited).	Establishment and maintenance of trade, and communication by steamboats, between Dundalk and Liverpool.	Steam-packet Quay, Dundalk, County Louth.	1 April -	- - ditto - -		150,000	15,000	13,100	10 - -	131,000 - -	422	- ditto.
139	Belfast Flour and Bread Company (Limited).	Manufacture and sale of bread -	34, Church-street, Belfast.	1858: 21 Jan. -	- - ditto - -		1,208	604	604	2 - -	1,208 - -	276	- ditto.
140	Wicklow Copper Mine Company (Limited).	Working copper and other mines, and marble and other quarries, at Ballymurtagh, Barony of Arklow, and County of Wicklow.	10, Leinster Chambers, Dame-street, Dublin.	2 Feb. -	- - ditto - -		30,000	6,000	5,000	5 - -	25,000 - -	336	Still in operation; withdrawn from Joint Stock Companies Registration Office, by "Wicklow Copper Mine Companies Act, 1863."
141	Bessbrook Co-operative Society (Limited).	Provision and grocery business	Bessbrook, County Armagh.	1860: 24 Sept. -	- - ditto - -		1,500	3,000	1,331	- 10 -	665 - -	71	- ditto.
142	Drogheda Gas-light Company (Limited).	Lighting Drogheda with gas -	James'-street, Drogheda	1861: 28 Mar. -	- - ditto - -		8,904 *l.* 10 *s.*	608 whole shares; 403 half-shares.	608 whole shares; 403 half-shares.	11 *l.* on each whole share, 5 *l.* 10 *s.* on each half-share.	8,904 10 -	71	- ditto.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND:												
	(1.) Limited Companies:			1862:			£.			£. s. d.	£. s. d.		
143	Tandragee Gas Company (Limited).	Manufacture and sale of gas at Tandragee.	Mill-street, Tandragee, County Armagh.	7 Nov. -	13	196	1,500	300	254	2 10 -	627 - -	26	Still in operation.
144	Breslin Royal Marine Hotel Company (Limited).	Purchase and maintenance of Breslin Marine Hotel at Bray.	Breslin Royal Marine Hotel, Bray, county Wicklow.	11 Nov. -	7	40	28,000	56	40	500 - -	20,000 - -	8	- ditto.
145	Larne Markets Company (Limited).	Construction and maintenance of markets at Larne.	Dunluce-street, Larne, county Antrim.	24 Nov. -	52	746	2,000	2,000	1,615	- 5 -	379 15 -	144	- ditto.
146	Irish Serial Publishing Company (Limited).	Issue of serial and other publications.	3, Monck-street, Wexford.	10 Dec. -	7	37	2,000	2,000	No return	No return	No return -	7	- ditto.
147	Marrington (Canada) Mining Company (Limited).	Purchasing lands and mines in Canada, and carrying on mining business there.	47, Dame-street, Dublin	11 Dec. -	10	450	7,500	1,500	1,500	5 - -	4,790 - -	37	- ditto.
148	Newry News Room Company (Limited).	Establishment of news rooms and other public rooms at Newry.	No return - - -	1863: 3 Jan. -	8	20	1,000	100	No return	No return	No return -	8	- ditto.
149	Irish Iodine and Marine Salts Manufacturing Company (Limited).	Manufacture and sale of valuable products obtained from seaweed, by M'Ardle's patent process.	9, Westmoreland-street, Dublin.	7 Feb. -	8	160	50,000	50,000	12,610	- 10 -	6,305 - -	52	- ditto.
150	Castlebar Gas Company (Limited).	Lighting Castlebar and its vicinity with gas.	Court-house, Castlebar, county Mayo.	21 Feb. -	47	328	2,000	1,000	875	- 5 -	83 - -	80	- ditto.
151	Hibernian Loan Company (Limited).	Granting loans not exceeding 50 *l.*, nor less than 1 *l.*, and discounting bills and notes.	80, Bride-street, Dublin	25 Feb. -	7	19	2,000	400	No return	No return	No return -	7	- ditto.
152	Caylan Mining Company (Limited).	Carrying on mining business -	33, Upper Sackville-street, Dublin.	11 April -	7	350	20,000	8,000	- -	- -	- - -	7	- ditto.
153	Ballymena and Harryville Gaslight Company (Limited).	Manufacture and sale of gas -	19, Bridge-street, Ballymena, county Antrim.	13 April -	18	470	6,000	1,000	600	6 - -	3,600 - -	18	- ditto.
154	Wicklow General Mining Company (Limited).	Carrying on mining business -	15, Dame-street, Dublin	13 May -	8	2,000	40,000	20,000	No return	No return	No return -	8	- ditto.
155	Isle of the West Loan Company (Limited).	Lending and borrowing money at interest.	80, Townsend-street, Dublin.	19 May -	7	23	2,000	1,000	58	2 - -	75 - 3	32	- ditto.
156	Mountmellick Town Hall Company (Limited).	Erecting a town-hall in Mountmellick for public assemblies.	Mountmellick, Queen's County.	8 June -	7	44	1,000	200	No return	No return	No return -	7	- ditto.
157	Carnew Slate Company (Limited).	Working Carnew Slate and Slab Quarry.	33, Upper Sackville-street, Dublin.	17 June -	7	350	10,000	10,000	5,350	- 10 -	175 - -	7	- ditto.

III.—Joint Stock Companies Formed or Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89)—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Ireland—*continued.*			1863:			£.			£. s. d.	£. s. d.		
	(1.) Limited Companies—*continued.*												
158	Lower Bann Steamboat Company (Limited).	Conveyance of passengers and goods in steamers and lighters, and towing vessels and rafts by steamers upon river Bann, and Lough Neagh, and in vicinity of Coleraine and Toome.	Coleraine, county Londonderry	27 June -	12	95	4,000	400	No return	No return	No return -	12	Still in operation.
159	Royal Marine Hotel Company of Kingstown (Limited).	Purchasing Royal Hotel at Kingstown, enlarging same, and carrying on hotel business at Kingstown and elsewhere.	113, Grafton - street, Dublin.	10 July -	7	750	50,000	10,000	- ditto -	- ditto -	- ditto -	7	- ditto.
160	Waterford Publishing Company (Limited).	Printing and publishing periodicals and other literary works, in accordance with principles of Established Church.	11, Mall, Waterford -	8 Aug. -	7	41	1,000	200	- ditto -	- ditto -	- ditto -	7	- ditto.
161	Kells Gas Company (Limited)	Lighting Kells and its vicinity with gas.	Town [Hall, Kells, county Meath.	22 Sept. -	34	198	3,000	600	- ditto -	- ditto -	- ditto -	34	- ditto.
162	Dublin Metal Works Company (Limited).	Carrying on trades of metal and hardware merchants and manufacturers.	99, Middle Abbey-street, Dublin.	30 Oct. -	7	84	20,000	2,000	- ditto -	- ditto -	- ditto -	7	- ditto.
163	Carrickfergus Tramway Company (Limited).	Construction and maintenance of a tramway between Carrickfergus Harbour and Carrickfergus and Larne Railway.	Market Place, Carrickfergus, county Antrim.	6 Nov. -	9	186	4,000	800	- ditto -	- ditto -	- ditto -	9	- ditto.
164	St. Simon Stock Loan Company (Limited).	Discounting bills and notes, lending money, investing money, and borrowing money.	7, Nicholas-street, Dublin.	7 Nov. -	8	30	2,000	200	98	Nil -	398 13 6 Paid without call.	58	- ditto.
165	Irish Patent Wheat Dressing Company (Limited).	Working certain patent machinery for drying and roasting grain, coffee, and other vegetable substances, and selling same, or the produce thereof, in Ireland.	28, Patrick Quay, Cork	26 Nov. -	7	13	6,400	16	No return	No return	No return -	7	- ditto.
166	Holywood Pier Company (Limited).	Erection of a pier at Holywood, levy of tolls thereat.	No return - -	28 Nov. -	11	470	7,800	3,900	- ditto -	- ditto -	- ditto -	11	- ditto.
167	Drogheda Waterworks Company (Limited).	Construction and maintenance of waterworks at Drogheda, and supplying Drogheda with water.	No return - -	15 Dec. -	7	360	18,000	3,600	- ditto -	- ditto -	- ditto -	7	- ditto.
168	Kingstown Gas Company (Limited).	Manufacture and sale of gas -	No return - -	1864: 9 Jan. -	7	461	30,000	6,000	- ditto -	- ditto -	- ditto -	7	- ditto.

169	Killaloe Slate Company (Limited).	Working mines in certain townlands, and elsewhere, in Ireland, and carrying on mining business there.	1, Foster-place, Dublin	14 Jan. -	8	2,700	25,000	25,000	- ditto -	- ditto -	- ditto -	8 - ditto.
170	Irish Evangelist Publishing Company (Limited).	Purchase and publication of periodical called "The Irish Evangelist."	8, Lower Abbey-street, Dublin.	20 Jan. -	7	88	1,000	1,000	- ditto -	- ditto -	- ditto -	7 - ditto.
171	Waterford, Tipperary, and Kilkenny Flax Improvement Company (Limited).	Providing flax-seed, employing instructors, hiring out scutching machinery, and buying scutched flax at fair market price.	New-street, Carrick-on-Suir, county Tipperary.	21 Jan. -	7	44	1,000	100	- ditto -	- ditto -	- ditto -	7 - ditto.
172	Commercial Gas Company of Ireland (Limited).	Manufacture and sale of gas -	20, St. Andrew-street, Dublin.	4 Feb. -	7	825	100,000	50,000	- ditto -	- ditto -	- ditto -	7 - ditto.
173	First Wexford Mutual Marine Association (Limited).	Acquisition of sea-going vessels to be employed in coasting trade, and otherwise.	No return - - -	23 Feb. -	7	60	4,000	200	- ditto -	- ditto -	- ditto -	7 - ditto.
174	Cork Flax Spinning and Weaving Company (Limited).	Establishment of factories for spinning and weaving linen fabrics and yarn, erection of scutch mills, purchase of flax and tow, and manufacture of linen and yarn materials.	70, South Mall, Cork	25 Feb. -	9	355	60,000	6,000	- ditto -	- ditto -	- ditto -	9 - ditto.
175	Tipperary Union Flax Company (Limited).	Providing good flax seed, erecting and hiring out scutching machinery, and providing a market in the district.	No return - - -	27 Feb. -	10	57	800	160	- ditto -	- ditto -	- ditto -	10 - ditto.
176	Patent Peat Company (Limited)	Manufacture of fuel and other articles from peat, under Hodgson's patents, and sale of same.	84, Middle Abbey-street, Dublin.	22 Mar. -	7	1,820	50,000	10,000	- ditto -	- ditto -	- ditto -	7 - ditto.
177	Waterford Flax Company (Limited).	Supplying farmers with good flax seed, on moderate terms, instructing farmers in cultivation of flax, and preparation of same for scutch mills, hiring out improved scutching machinery, & selling scutched flax on moderate commission.	No return - - -	26 Mar. -	7	67	1,000	200	- ditto -	- ditto -	- ditto -	7 - ditto.
178	Limerick Flax Company (Limited).	Promoting culture of flax in Ireland, providing flax seed, employing flax instructors, erecting scutching mills, and providing a flax market in Limerick.	No return - - -	8 April -	10	38	1,000	100	- ditto -	- ditto -	- ditto -	10 - ditto.

Record Buildings, Dublin,
4 May 1864.

Geo. Crawford,
Assistant Registrar of Joint Stock Companies
for Ireland.

SCOTLAND.

RETURN of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed or Registered since the passing of the Act 18 & 19 Vict. c. 133; and also the Number of Shareholders in each of the said Companies, according to the last Return, and whether still in Operation, or being Wound up.

JOINT STOCK COMPANIES ACTS, 1856 AND 1857.

I.—COMPANIES Formed and Registered under the Joint Stock Companies Acts, 1856 and 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), with Limited Liability.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN SCOTLAND:			1856:			£.			£. s. d.	£. s. d.		
1	Daily Bulletin Company (Limited).	To print and publish "The Daily Bulletin" and "The Workman" newspapers.	24, Mitchell-street, Glasgow.	23 Aug.	10	42	2,500	50	52	50 – –	2,600 – –	8	No longer in operation.
2	Improved Steam Packet Company (Limited).	To construct and run steam-vessels, and to grant licenses under Mill's Patent, to be acquired for the purpose.	122, St. Vincent-street, Glasgow.	28 Aug.	7	54	10,000	400	163	25 – –	4,075 – –	32	Wound up.
3	Clyde and Mediterranean Packet Company (Limited).	To trade and carry goods or passengers between the ports of the Clyde and the Mediterranean, or elsewhere.	91, Buchanan-street, Glasgow.	10 Oct.	7	205	20,000	800	400	16 7 6	6,350 – –	12	- ditto.
4	The European and Australian Royal Mail Company (Limited).	To carry passengers, mails, &c., between Great Britain and Ireland, and places abroad.	32, St. Vincent-place, Glasgow.	14 Oct.	58	3,135	500,000	5,000	4,075	100 – –	399,250 – –	79	- ditto.
5	The Dumfries, Glasgow, and Liverpool Screw Steam Navigation Company (Limited).	To carry passengers, live stock, and goods from place to place.	Dumfries - - -	12 Dec.	8	68	5,000	500	414	10 – –	4,140 – –	81	- ditto.
6	The Largs Baking Company (Limited).	Baking bread and biscuits - -	Bath-street, Largs -	16 Dec.	15	54	1,080	1,440	1,000	– 15 –	750 – –	330	Still in operation.
7	Stanley Provision Company (Limited).	Buy and sell provisions, and general merchandise.	Stanley - - -	1857: 29 Jan.	20	52	630	420	398	1 10 –	597 – –	219	- ditto.
8	The Glasgow and North of Europe Steam Navigation Company (Limited).	To carry passengers and goods between Glasgow and the north of Europe, *viâ* Grangemouth, and other places.	25, Gordon-street, Glasgow.	4 Feb.	8	27	35,000	70	62	500 – –	31,000 – –	27	Wound up.
9	Ayrshire Express Company (Limited).	To publish "The Ayrshire Express," and to print generally.	57, Newmarket-street, Ayr.	11 Feb.	10	27	1,200	120	120	10 – –	1,200 – –	31	Still in operation.
10	Cook's Patent Composition Company (Limited).	Manufacture and sale of Cook's Patent Composition.	83, Jamaica-street, Glasgow.	25 Feb.	12	185	3,000	3,000	180	10 – –	1,780 – –	13	No longer in operation.
11	The Arctic Steam Fisheries Company (Limited).	To prosecute whale and general fishing in the Arctic Seas.	14-1, James-street, Peterhead.	5 Mar.	9	115	25,000	250	203	100 – –	20,300 – –	28	Wound up.
12	Auchinleck Gas Company (Limited).	Manufacture of gas in Auchinleck.	Auchinleck - - -	3 April	8	80	1,000	1,000	706	1 – –	655 5 –	79	Still in operation.
13	The Great West of Scotland Fishery Company (Limited).	Fishing in the British waters - -	135, Buchanan-street, Glasgow.	22 April	23	895	35,000	3,500	2,352	6 – –	13,544 – –	122	Wound up.

14	Clyde Pottery Company (Limited)	The manufacture of earthenware	Near Greenock	25 April	9	74	4,000	80	74	50 – –	3,700 – –	9	No longer in operation.
15	Glasgow Polytechnic Association (Limited).	The exhibition of works of art, science, &c., and the delivery of lectures, &c.	71, West Nile-street, Glasgow.	6 May	21	163	5,000	500	235	10 – –	2,170 – –	47	Wound up.
16	North British Rubber Company (Limited).	Manufacturing articles, &c., in caoutchouc, or India rubber.	Castle Mills, Fountainbridge, Edinburgh.	26 May	8	1,000	100,000	1,000	1,000	100 – –	100,000 – –	14	Still in operation.
17	Dalry Baking Company (Limited)	Bread and biscuit baking	New-street, Dalry	1 June	12	27	500	1,000	442	– 10 –	221 – –	312	- ditto.
18	Bridgend of Perth Water Company (Limited).	Supplying Bridgend and suburbs of Perth, on the east side of the Tay, with water.	4, West Bridge-street, Bridgend of Perth.	9 July	8	415	1,100	1,100	1,057	1 – –	1,052 – –	40	- ditto.
19	Lochee Provision Company (Limited).	Purchasing and retailing goods	High-street, Lochee	17 Sept.	9	45	600	200	72	3 – –	204 – –	72	Wound up.
20	Lasswade and Bonnyrigg Gaslight Company (Limited).	To supply gas	Lasswade, Edinburghshire.	16 Oct.	11	180	1,600	1,600	1,400	1 – –	1,400 – –	58	Still in operation.
21	Cumbernauld Gas Company (Limited).	To supply Cumbernauld and adjacent places with gas.	Waddel's Place, Cumbernauld.	2 Nov.	14	93	1,000	400	400	2 10 –	1,000 – –	32	- ditto.
22	Glasgow and Partick Omnibus Company (Limited).	To carry persons and parcels in omnibuses.	354, Hayburn-place, Dumbarton-road, Partick.	12 Nov.	72	549	3,000	3,000	3,000	1 – –	3,000 – –	263	- ditto.
23	Crowhill, Milton, and Kenmuir Quarry Company (Limited).	Stone quarrying, and buying and selling rock and stone.	51, Renfield-street, Glasgow.	26 Nov.	7	140	7,000	140	140	39 12 10½	5,450 – –	7	- ditto.
24	Dundee Corn Mill and Provision Company (Limited).	Manufacturing grain into commodities, and producing provisions in general.	47, Cowgate, Dundee	26 Nov.	909	1,232	5,000	5,000	3,521	1 – –	3,325 15 11	2,412	Wound up.
25	Partick Grocery and Provision Company (Limited).	To supply grocery and provision goods.	305, Dumbarton-road, Partick.	7 Dec.	15	15	600	200	58	3 – –	174 – –	58	- ditto.
26	Aberdeen Music Hall Company (Limited).	To provide a building in Aberdeen to be used for musical and other purposes.	112, Castle street, Aberdeen.	1858: 22 Jan.	209	726	8,000	1,600	1,207	5 – –	6,035 – –	284	Still in operation.
27	The North Berwick Water Company (Limited).	To supply North Berwick and places adjacent with water.	North Berwick	28 Jan.	20	203	1,500	300	250	5 – –	1,250 – –	21	- ditto.
28	Garpel Hematite Company (Limited).	The winning and working the Hematite iron ore.	Garpel, near Muirkirk	13 Mar.	9	947	105,000	1,000	1,000	101 10 –	101,651 – –	12	- ditto.
29	Scotland Gas Consumers' Company (Limited).	To purchase for Scotland the license of Basford's patent rights for improvements in the purification of coal gas.	1, North Saint David-street, Edinburgh.	29 Mar.	7	6,071	25,000	2,500	6,071	1 – –	25 – –	8	No longer in operation.
30	Campbeltown Bread and Flour Company (Limited).	Bread and biscuit baking, and sale of flour.	Bolgam-street, Campbeltown.	28 April	12	23	500	1,000	468	– 10 –	233 7 6	332	Still in operation.
31	Montrose Assembly Rooms Company (Limited).	To erect a public hall or assembly rooms.	71, High-street, Montrose.	6 May	8	485	1,000	1,000	743	1 – –	693 – –	65	- ditto.
32	Bonnyrigg Water Company (Limited).	To supply Bonnyrigg and vicinity with water.	Bonnyrigg	22 May	10	690	1,000	2,000	2,000	– 10 –	1,000 – –	92	- ditto.
33	Sutherland Steam Packet Company (Limited).	To convey passengers, &c. between places on the Moray Frith or elsewhere, in Scotland.	Littleferry, by Golspie	27 May	7	50	6,000	300	268	20 – –	5,360 – –	50	Being wound up.
34	Lochmaben Gas Company (Limited).	To supply Lochmaben and vicinity with gas.	Lochmaben	29 June	24	64	800	160	160	5 – –	800 – –	61	Still in operation.
35	Dunse Water Company (Limited).	To supply Dunse and vicinity with water.	Market-square, Dunse	21 July	19	302	2,000	4,000	3,970	– 10 –	1,985 – –	260	- ditto.
36	Carnwath Gaslight Company (Limited).	To supply Carnwath and vicinity with gas.	Carnwath	17 Aug.	15	285	1,200	1,200	1,050	1 – –	1,050 – –	43	- ditto.
37	Bothwell and Uddingston Gas Company (Limited).	To supply Bothwell and Uddingston with gas.	The Gas Works, near Uddingston.	3 Sept.	71	1,827	3,000	3,000	3,000	1 – –	3,000 – –	68	- ditto.
38	Dalbeattie Gaslight Company (Limited).	To supply Dalbeattie and vicinity with gas.	Mill Isles, Dalbeattie	15 Nov.	9	81	1,000	200	180	5 – –	868 15 –	40	- ditto.
39	Bridge of Earn Gaslight Company (Limited).	To supply Bridge of Earn and vicinity with gas.	Bridge of Earn	1859: 15 April	42	900	1,000	1,000 subsequently changed to 200.	200	5 – –	1,000 – –	39	- ditto.
40	Nairn Marine Hotel Company (Limited).	To erect an hotel and boarding-house.	3, Wilson's-court, Nairn	18 June	18	53	3,000	120	81	25 – –	2,025 – –	31	- ditto.

I.—Companies Formed and Registered under the Joint Stock Companies Acts, 1856 and 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), with Limited Liability—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Scotland—*continued.*			1859:			£.			£. s. d.	£. s. d.		
41	Aberlour Gaslight Company (Limited).	To supply Charlestown and places of Aberlour and vicinity, with gas.	Aberlour - - -	30 July -	33	371	650	650	518	1 - -	489 - -	59	Still in operation.
42	Muirkirk Gaslight Company (Limited).	To supply Muirkirk and vicinity with gas.	Muirkirk - - -	4 Aug. -	8	240	1,000	1,000	1,000	1 - -	1,000 - -	74	- ditto.
43	Caithness Steam Shipping Company (Limited).	To carry passengers and goods between places.	Pulteney Town, Wick -	29 Aug. -	13	86	30,000	6,000	1,021	5 - -	3,246 2 1	216	No longer in operation.
44	The Barrhead Public Hall Company (Limited).	To erect and let a public hall or assembly room at Barrhead.	Barrhead - - -	22 Nov. -	9	52	1,200	240	240	5 - -	1,200 - -	38	Still in operation.
				1860:									
45	Springvale Patent Machine File Works Company (Limited).	The manufacture and sale of all kinds of files.	Cowlair's-road, Springvale.	9 Jan. -	8	257	4,000	400	257	10 - -	2,370 - -	8	Wound up.
46	Cupar Corn Exchange Company (Limited).	To erect a hall, wherein to hold markets, meeting, and sell grain, &c.	10, St. Catherine-street, Cupar, Fife.	13 Feb. -	8	41	2,500	500	454	5 - -	2,245 - -	131	Still in operation.
47	Glasgow Caradon Consolidated Copper Mining Company (Limited).	Mining in Cornwall - - -	97, West George-street, Glasgow.	30 Mar. -	8	1,450	30,000	30,000	29,980	1 - -	29,980 - -	223	- ditto.
48	The Jedburgh Corn Exchange Company (Limited).	To erect a building wherein to buy and sell grain, &c. and to hold meetings, &c.	Jedburgh - - -	4 April -	130	2,335	2,500	2,500	2,420	1 - -	2,415 - -	128	- ditto.
49	Lochfyne Gunpowder Company (Limited).	The make and sale of gunpowder	85, Maxwell-street, Glasgow.	14 May -	10	50	5,000	50	50	100 - -	5,000 - -	10	- ditto.
50	Lanark Gas Consumers' Company (Limited)	To supply Lanark and suburbs with gas.	Bloomgate, Lanark -	21 May -	19	268	3,500	3,500	3,266	1 - -	3,266 - -	264	- ditto.
51	Stirlingshire Steam Plough and Thrashing Company (Limited).	The cultivation of land and thrashing of grain.	Port-street, Stirling -	28 May -	13	19	1,000	20	19	50 - -	950 - -	13	- ditto.
52	Murrayshall Lime Works Company (Limited).	To lease the lime rock in the Fir Park, near Cambusbarrow, and erect necessary buildings, &c.	Writing Chambers of J. and J. Mathie, Stirling.	11 June -	11	215	10,000	500	432	20 - -	8,640 - -	21	- ditto.
53	Ecclefechan Gaslight Company (Limited).	Manufacture and sale of gas in Ecclefechan and vicinity.	Ecclefechan - - -	11 July -	47	657	750	750	750	1 - -	750 - -	59	- ditto.
54	Ardrossan and Arran Steam Ship Company (Limited).	To carry passengers and goods between Ardrossan and Arran, and other places.	56, Prince's-street, Ardrossan.	20 July -	8	26	4,800	240	222	20 - -	4,440 - -	75	- ditto.
55	Kilbagie Chemical Manure Company (Limited).	The manufacture, sale, analysis of manure, feeding stuffs, &c.	Kilbagie - - -	30 Aug. -	12	2,280	20,000	10,000	65,569	1 - -	3,260 - -	10	- ditto.
56	The Leith Corn Market and General Exchange Company (Limited).	To erect a corn market and general exchange, &c.	28, Bernard-street, Leith	12 Oct. -	10	20	6,500	130	130	50 - -	6,150 - -	77	- ditto.
				1861:									
57	Lochwinnoch Consols Copper Mining Company (Limited).	Mining for copper, &c. in Renfrewshire.	4, National Bank-buildings, Glasgow.	4 Jan. -	10	59	10,752	4,608	1,499	5 - -	3,655 - -	73	- ditto.
58	Montrose Baking and Grocery Co - operative Association (Limited).	To carry on a baking, grocery, and tea dealing establishment, and a general store.	122, Murray - street, Montrose.	25 Jan. -	13	23	4,000	4,000	1,224	1 - -	1,096 18 9	727	- ditto.
59	The Vale of Leven Public Hall Company (Limited).	To erect a hall, and let it for concerts, &c.	Jack's Land, Bridge-street, Alexandria.	4 Feb. -	22	1,008	2,500	2,500	1,914	1 - -	1,897 - -	139	- ditto.

60	Greenock and Gourock Omnibus Company (Limited).	To carry passengers and parcels between Greenock and Gourock, and other places, and to let out vehicles, &c.	Quay-street, Gourock -	18 Feb. -	19	493	2,000	2,000	1,212	1 - -	1,207 - -	78	- ditto.
61	Denny Gas Consumers' Company (Limited).	The manufacture and sale of gas, coke, tar, ammonia, and lime.	Logan's Buildings, Denny	7 Mar. -	157	681	1,500	1,500	1,500	1,108, £.1 135, 12s. 6d.	1,259 5 -	278	- ditto.
62	Glasgow Wheal Gill Silver Lead Mining Company (Limited).	Mining in Cornwall - - -	9, West George-street, Glasgow.	7 Mar. -	12	2,650	25,000	25,000	17,000	1 - -	12,351 - -	107	- ditto.
63	Rothesay Water Company (Limited).	To supply Rothesay with water -	8, Castlehill-street, Rothesay.	25 Mar. -	7	162	7,000	1,400	1,217	5 - -	6,020 13 -	137	- ditto.
64	Dundee and Newcastle Steam Shipping Company (Limited).	To carry passengers and goods between Newcastle and Dundee, and other places.	19, Dock-street, Dundee	5 Apr. -	8	139	10,000	400	304	15 - -	4,560 - -	31	- ditto.
65	The Dundee Newspaper and Printing Company (Limited).	To print and publish newspapers, and print generally.	9, New Inn Entry, Dundee.	17 Apr. -	10	200	4,000	200	200	16 - -	3,200 - -	10	- ditto.
66	The Calder Glen United Mines (Limited).	Copper mining in Lochwinnoch -	Lochwinnoch - -	24 Apr. -	9	62	5,120	1,024	917	4 - -	2,572 - -	138	- ditto.
67	Scottish Vulcanite Company (Limited).	The manufacture of goods from caoutchouc, india rubber, gutta percha, and other gums.	Viewforth, Fountain Bridge, Edinburgh.	20 May -	7	250	2,500	250	250	100 - -	25,000 - -	11	- ditto.
68	Northern Co-operative Company (Limited).	Dealers in provisions and household necessaries.	51, Gallowgate, Aberdeen.	26 June -	75	133	1,000	1,000	731	3d. pr. week	663 12 8	540	- ditto.
69	Patent Propeller Steam Company (Limited).	To test and work Robb's patent for improvement in propellers for ships and boats.	12, Virginia-street, Aberdeen.	4 July -	10	185	2,000	2,000	510	No call -	Nil.	49	- ditto.
70	Edinburgh Co-operative Building Company (Limited).	Building in all its branches.	46, Lord Cockburn-street, Edinburgh.	4 July -	7	25	10,000	10,000	1,288	1 - -	1,249 5 -	410	- ditto.
71	Gorebridge Gaslight Company (Limited).	To supply Gorebridge, Stobbs Mills, and vicinity with gas.	Gorebridge - - -	18 July -	12	127	600	600	524	1 - -	524 - -	34	- ditto.
72	St. Andrew's College Hall Company (Limited).	To erect and conduct a college hall for the residence of the sons of gentlemen attending the university of St. Andrew's.	St. Andrew's - -	18 July -	9	14	5,000	100	78	10 - -	750 - -	49	- ditto.
73	Greenock Co-operative Company (Limited).	To supply food, firing, and clothing.	11, Market-street, Greenock.	29 July -	10	27	1,000	4,000	82	- 5 -	235 18 -	289	- ditto.
74	Scottish Waggon Company (Limited).	To build, purchase, or hire railway waggons, and to sell and let them.	63, New Bridge, Edinburgh.	1 Aug. -	8	350	30,000	3,000	1,216	608, £.10 608, 2	7,276 - -	16	- ditto.
75	Perth Gas Consumers' Company (Limited).	The manufacture and sale of gas	Not stated - - -	18 Sept. -	7	545	25,000	25,000	545	- -	- -	7	Wound up.
76	Castleton and Silver Craig Mining Company (Limited).	Mining in Argyleshire - -	14, Prince's - square, Glasgow.	25 Nov. -	7	827	15,000	1,200, £.5 9,000, 1	4,435	2 10 - - 10 -	3,307 10 -	76	Still in operation.
77	Meigle Gaslight Company (Limited),	To supply Meigle and vicinity with gas.	Meigle - - -	2 Dec. -	23	299	700	350	326	2 - -	647 - -	29	- ditto.
78	Erins Copper Mining Company (Limited).	Mining in Erin, near Lochfine -	186, West George-street, Glasgow.	5 Dec. -	45	975	5,000	1,000	980	1 10 -	1,082 10 -	48	Wound up.
79	Argyle Mining Company (Limited).	Mining in Argyleshire - -	64, Buchanan-street, Glasgow.	6 Dec. -	7	1,500	20,000	20,000	13,000	8,000, 17/6 5,000, £.1	11,842 10 -	41	Still in operation.
80	Bridge of Earn Water Company (Limited).	To supply Bridge of Earn and vicinity with water.	Bridge of Earn - -	26 Dec. -	18	88	500	100	100	5 - -	500 - -	23	- ditto.
81	Rothesay Baking Company (Limited).	To bake, sell, or purchase bread, provisions, &c.	101, Montague-street, Rothesay.	31 Dec. -	7	33	800	1,600	549	- 8 6	235 13 1¼	188	- ditto.
82	Portobello Town Hall Company (Limited).	To erect and maintain a hall in Portobello.	146, High-street Portobello.	1862: 2 Jan. -	9	84	3,000	600	449	5 - -	225 - -	61	- ditto.
83	Rothesay Academy (Limited) -	To provide the means of a liberal education on sound and scriptural principles.	13, Castle-street, Rothesay.	3 Jan. -	8	59	3,000	600	467	4 - -	1,871 3 1	55	- ditto.
84	Gourock Copper Mining Company (Limited).	Mining copper in county of Renfrew.	Greenock - - -	3 Jan. -	7	125	6,000	3,000	3,000	1 10 -	1,476 9 6	38	Winding up.

I.—Companies Formed and Registered under the Joint Stock Companies Acts, 1856 and 1857 (19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14), with Limited Liability—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Scotland—*continued.*			1862:			£.			£. s. d.	£. s. d.		
85	Aberdeen Association for the Improvement of the Dwellings of the Working Classes (Limited).	To build, and purchase, and improve, sell or let, houses suitable for the labouring classes.	48, School Hill, Aberdeen.	22 Jan. -	7	15	3,000	120	81	12 10 -	1,012 10 -	28	Still in operation.
86	Creetown Mining Company (Limited).	Mining copper in Kirkcudbrightshire.	97, West George-street, Glasgow.	11 Feb. -	7	8	2,000	20	20	100 - -	1,990 - -	19	- ditto.
87	Dundee Co-operative Building Company (Limited).	To build and let houses, buy and sell houses or land.	10, Reform-street, Dundee.	11 Feb. -	7	65	10,000	2,000	153	5 - -	744 5 -	16	- ditto.
88	Port Glasgow Co-operative Company (Limited).	To provide provisions, fuel, and clothing for the working classes.	Scarborough-street, Port Glasgow.	17 Feb. -	11	26	1,000	4,000	314	Paid by instalments.	72 4 8	191	- ditto.
89	Kamesburgh Gas Company (Limited).	To supply Kamesburgh and vicinity with gas.	Shop of J. Lamont, Kamesburgh.	17 Feb. -	9	109	1,000	1,000	109	Not stated	Not stated -	9	- ditto.
90	Arbroath Banking Company (Limited).	Manufacture and sale of bread and provisions.	Arbroath - - -	11 Mar. -	7	7	200	40	7	- ditto -	- ditto -	7	Winding up.
91	Metropolitan Building Association (Limited).	To provide small, comfortable dwelling houses in Edinburgh and vicinity.	13, Queen-street, Edinburgh.	25 Mar. -	12	28	10,000	100	61	20 - -	1,200 - -	28	Still in operation.
92	West Kaime Copper Mining Company (Limited).	Mining copper in Lochwinnoch -	Not stated - - -	25 Mar. -	15	229	6,000	1,200	697	4 10 -	3,037 - -	39	- ditto.
93	Broxburn Shale Oil Company (Limited).	Manufacturing parafin, &c. -	49, West George-street, Glasgow.	27 Mar. -	7	59	20,000	100	80	125 - -	8,000 - -	15	Winding up.
94	Forth Steam Fishing Company (Limited).	To fish with steam vessels and buy and sell fish.	60, Queen-street, Edinburgh.	25 April	29	373	2,000	400	373	Not stated	Not stated -	29	Still in operation.
95	Auchtermuchty Co-operative Manufacturing Company (Limited).	Manufacturing linen, &c. - - -	Northfield, off High-street, Auchtermuchty.	28 April	7	15	3,000	600	204	1 - -	135 - -	174	- ditto.
96	Kirkwall Gas Consumers' Company (Limited).	Manufacture and sale of gas -	3, King-street, Kirkwall	12 May -	9	220	2,000	2,000	220	Not stated	Not stated -	9	No longer in operation.
97	Hope Silver Lead Mining Company (Limited).	Mining at Carrickagarvey and Carnalough, in Ireland.	37, West Nile-street -	24 May -	7	1,080	21,000	21,000	21,000	1 - -	20,737 10 -	190	Still in operation.
98	Stonehaven Gas Consumers' Company (Limited).	Manufacture and sale of gas -	Ann-street, Stonehaven	4 June -	28	239	2,000	2,000	239	Not stated	Not stated -	28	Not known.
99	Edinburgh Workmen's Houses Improvement Company (Limited).	To erect comfortable dwellings for the working classes in and about Edinburgh.	36, Hanover-street, Edinburgh.	13 June -	7	158	20,000	2,000	1,687	10 - -	16,380 - -	72	Still in operation.
100	Lisbon Royal Steam Navigation Company (Limited).	To tow vessels and carry passengers or goods on the Tagus or other rivers, &c. in Portugal.	27, Union-street, Glasgow.	25 June -	8	208	20,000	400	208	Not stated	Not stated -	8	- ditto.
101	Artilligan Zinc and Lead Mining Company (Limited).	Mining for zinc, lead, copper, &c.	57, West George-street, Glasgow.	15 July -	27	1,110	5,000	5,000	1,110	- 10 -	530 - -	26	Winding up.
102	Clarendon Cotton Company Limited).	The cultivation of cotton in Jamaica.	64, Buchanan - street, Glasgow.	22 Sept. -	7	1,400	50,000	50,000	5,835	- 10 -	2,557 10 -	43	Still in operation.
103	Stow Gaslight Company (Limited).	To make and sell gas in Stow and vicinity, and to purchase and provide gas meters.	Stow - - - -	31 Oct. -	37	468	1,000	1,000	754	1 - -	754 - -	41	- ditto.

II.—Companies Formed and Registered under the Joint Stock Companies Acts, 1856 and 1857 (19 & 20 Vict. c. 47, and 20 and 21 Vict. c. 14), without Limited Liability.

1	Brothers' Union Accommodation Company.	To lend money and receive deposits.	18, Kerr-street, Mile End, Glasgow.	1860: 27 April -	12	15	400	20	11	By instalments.	101 14 3	9	Still in operation.
2	The Campbelton and Glasgow Screw Steam-shipping Company.	To carry goods and passengers between Campbelton and Glasgow, &c.	Campbelton, Argyleshire.	12 Nov. -	11	96	6,500	1,300	96	Not stated	Not stated -	11	No longer in operation.
3	The Ballieston Gaslight Company.	To supply Ballieston and vicinity with gas.	Ballieston - - -	6 June -	17	610	1,200	1,200	610	- ditto -	- ditto -	17	Still in operation.

III.—Companies existing prior to the Passing of the Acts 19 & 20 Vict. c. 47, and 20 & 21 Vict. c. 14, and subsequently Registered under those Acts, with Limited Liability.

1	Falkirk Joint Stock Gas Company (Limited).	Manufacture and sale of gas -	101, High-street, Falkirk.	1856: 12 Nov. -	- -	- -	4,000	2,000	1,623	2 - -	3,246 - -	105	Still in operation.
2	Patent Hollow-ware Foundry Company (Limited).	To trade as ironfounders - -	Rae-street, Port Dundas, Glasgow.	1857: 22 June -	- -	- -	6,000	2,000	43	27 - -	1,281 - -	6	Wound up.
3	Lochgilphead Gas Company (Limited).	To supply Lochgilphead with gas.	Union-street, Lochgilphead.	1 Oct. -	- -	- -	2,610	522	522	5 - -	2,610 - -	34	Still in operation.
4	Millport Pier and Harbour Company (Limited).	Enlarging and extending the pier and harbour.	Millport - - -	1862: 9 Oct. -	- -	- -	2,300	2,300	2,160	1 - -	2,140 - -	114	- ditto.

IV.—Companies existing prior to the Passing of the Acts 19 & 20 Vict. c. 47 and 20 & 21 Vict. c. 14, and subsequently Registered under those Acts, without Limited Liability.

1	Glasgow and Lisbon Steam Packet Company.	To carry goods and passengers between Glasgow.	45, Union-street, Glasgow.	1856: 1 Nov. -	- -	- -	25,000	250	203	100 - -	20,300 - -	31	Wound up.
2	Dumfries Gaslight Company -	To supply Dumfries with gas -	Shakespeare-street, Dumfries.	1857: 8 Aug. -	- -	- -	8,000	400	400	14 - -	5,600 - -	63	Still in operation.
3	Western Bank of Scotland -	To carry on the business of banking in all its branches.	107, St. Vincent-street, Glasgow.	8 Dec. -	- -	- -	1,500,000	30,000	30,000	50 - -	1,500,000 - -	1,286	Being wound up.
4	The Newport Gaslight Company.	To supply Newport with gas -	Newport - - -	1858: 15 Jan. -	- -	- -	1,300	1,300	1,300	1 - -	1,300 - -	92	Still in operation.
5	Maxwelltown and Dumfries Gas Company.	To provide a further supply of gas.	Glasgow-street, Maxwelltown.	1862: 17 July -	- -	- -	5,000	1,000	714	5 - -	3,443 - -	124	- ditto.

The Companies Act, 1862.

I.—Companies formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), with Limited Liability.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Scotland—*continued.*			1862:			£.			£. s. d.	£. s. d.		
1	Coolartra and Bond Silver Lead Mining Company (Limited).	Mining silver lead in county of Monaghan.	60, George-square, Glasgow,	29 Nov. -	9	1,900	16,000	16,000	16,000	1 on 5,300 10s., 10,700	10,600 - -	76	Still in operation.
2	The Blantyre Gas Company (Limited).	To supply High Blantyre with gas.	Blantyre - - -	11 Dec. -	7	610	1,500	1,500	1,166	1 - -	853 5 -	58	- ditto.
				1863:									
3	The Heritable Securities Investment Association (Limited).	To provide a medium for investing savings, &c.	55, Frederick - street, Edinburgh.	8 Jan. -	9	1,060	500,000	50,000	10,000	1 - -	5,698 15 -	73	- ditto.
4	The Hawick Corn Exchange Company (Limited).	To build a covered market and arcade, and maintain a reading room, &c. &c.	12, High - street, Hawick.	16 Jan. -	98	367	6,000	1,200	367	Not stated	Not stated -	98	- ditto.
6	New Hebrides Cotton Company (Limited).	To develope the resources of Aneityum, New Hebrides, and other islands in the Pacific.	57, St. George's-place, Glasgow.	16 Jan. -	14	95	1,500	300	95	- ditto -	- ditto -	14	- ditto.
7	Woodhall Estate Company (Limited).	To purchase, manage, and realise the estate of Woodhall, Lanarkshire.	128, George-street, Edinburgh.	30 Jan. -	7	350	175,000	1,750	1,750	50 - -	87,500 - -	72	- ditto.
8	The West Pacific Company (Limited).	To purchase and sell timber, to erect saw mills at Yesso, or elsewhere, abroad or at home; and to trade as merchants or commission agents.	9, Panmure-place, Dundee.	12 Feb. -	7	220	4,400	220	220	20 - -	4,400 - -	7	- ditto.
9	The British Sewing Machine Company (Limited).	To make and sell sewing machines or other utensils or apparatus; to purchase and dispose of letters patent affecting the same.	62, North Frederick-street, Glasgow.	17 Feb. -	7	1,400	50,000	50,000	9,200	- 10 -	4,600 - -	44	- ditto.
10	The Alloa Corn Exchange Company (Limited).	To provide a hall for the sale of grain, &c. or to hold public meetings in Alloa.	30, High-street, Alloa -	10 April -	7	240	1,150	1,150	1,150	1 - -	1,147 10 -	78	- ditto.
11	Great Northern Mining Company of Ireland (Limited).	Mining and quarrying in Ireland	64, Buchanan - street, Glasgow.	24 April -	7	3,500	80,000	80,000	3,500	Not stated	Not stated -	7	- ditto.
12	The National Guarantee and Suretyship Association (Limited).	To transact guarantee and suretyship business.	119, George-street, Edinburgh.	30 April -	12	1,700	250,000	12,500	12,135	1 - -	12,135 - -	138	- ditto.

13	The Scone and Perth Omnibus Company (Limited).	To carry passengers and goods -	New Scone - -	1 June -	11	65	500	500	260	- 10 -	130 - -	68	- ditto.
14	The Inverness Cemetery Company (Limited).	To form a new cemetery for Inverness and vicinity.	7, Castle-street, Inverness.	22 June -	15	425	2,500	2,500	1,586	- 10 -	614 10 -	116	- ditto.
15	The Kirkwall Press Company (Limited).	To purchase, conduct, print, and publish the "Orcadian" newspaper, and to print and publish generally.	Kirkwall - - -	25 June -	12	17	500	100	53	5 - -	141 - -	48	- ditto.
16	The New Deer Public Hall Company (Limited).	To erect a building to be used for concerts, lectures, public meetings, &c. &c.	Mid Culsh, New Deer -	1 July -	7	130	750	750	130	Not stated	Not stated -	7	- ditto.
17	The Edinburgh University College Hall Company (Limited).	First, to erect a college hall, where students may board or lodge, or both, with tutorial assistance; and second, to found exhibitions, so that students may enjoy the advantages of the hall at a minor rate, or free.	7, St. Andrew's-square, Edinburgh.	15 July -	7	33	15,000	600	33	Not stated	Not stated -	7	- ditto.
18	The Armadale Gaslight Company (Limited).	To supply Armadale and vicinity with gas.	Armadale - - -	24 Aug. -	23	756	1,000	2,000	2,000	- 10 -	982 - -	73	- ditto.
19	The Cluny Hill Hydropathic Establishment Company (Limited).	To erect and carry on a hydropathic establishment.	Cluny Hill, Morayshire	5 Oct. -	7	33	6,000	60	33	Not stated	Not stated -	7	- ditto.
20	The Aberdeen, Tyne, and Hamburg Steam Navigation Company (Limited).	To carry passengers and goods .	Marishal-street, Aberdeen.	9 Oct. -	25	731	4,000	800	731	- ditto -	- ditto -	25	- ditto.
21	The Aberdeen and Hull Steam Navigation Company (Limited).	To carry passengers and goods -	Marishal-street, Aberdeen.	9 Oct. -	31	562	4,000	800	562	- ditto -	- ditto -	31	- ditto.
22	The British Metal Extracting Company (Limited).	To work Henderson's patent for the treatment of ores, &c.	57, St. Charles-street, St. Rollox, Glasgow.	5 Nov. -	8	80	15,000	150	80	- ditto -	- ditto -	8	- ditto.
23	Prince Arthur Consolidated Mining Company (Limited).	Mining in Devonshire - -	146, Buchanan-street, Glasgow.	2 Dec. -	19	5,025	20,000	10,000	5,025	- ditto -	- ditto -	19	- ditto.
24	The Western Cachat Company (Limited).	Cultivation and manufacture of tea in India.	204, West George-street, Glasgow.	2 Dec. -	8	1,200	100,000	5,000	1,200	- ditto -	- ditto -	8	- ditto.
25	Dundalk Silver Lead and Copper Mining Company (Limited).	Mining in Ireland - - -	132, St. Vincent-street, Glasgow.	15 Dec. -	7	2,300	25,000	25,000	2,300	- ditto -	- ditto -	7	- ditto.
26	British Legal Life Assurance and Loan Company (Limited).	To insure in all its branches, to carry on the business of a loan, annuity, deposit, and reversionary interest society, and of a friendly or provident, &c.	141, George-street, Glasgow.	24 Dec. -	8	228	10,000	2,000	228	- ditto -	- ditto -	8	- ditto.
27	Scottish Industrial Insurance Company (Limited).	To carry on ordinary life insurance business.	80, Battle-street, Glasgow.	24 Dec. -	8	80	50,000	5,000	515	1 - -	275 - -	22	- ditto.
28	Albert Institute (Limited).	To purchase certain ground in Dundee, and erect a literary and philosophical institute, comprising library, lecture-rooms, reading-rooms, and picture gallery, with power to dispose of any remanent ground.	18, Meadowside, Dundee.	1864: 2 Jan. -	37	597	22,000	{ 2,000 400 }	597	Not stated	Not stated -	37	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), with Limited Liability—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken (at Date of last Return).	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Scotland—*continued.*			1864:			£.			£. s. d.	£. s. d.		
29	The Inverness Public Hall Company (Limited).	To acquire land, build a hall, shops, &c. and let and use the same.	Bank-lane, Inverness -	7 Mar. -	7	55	6,500	650	55	Not stated	Not stated -	7	Still in operation.
30	South of Scotland Mining Company (Limited).	Mining in Scotland - - -	175, West George-street, Glasgow.	15 Mar. -	8	3,950	40,000	40,000	3,950	- ditto -	- ditto -	8	- ditto.
31	The Aberdeen Working Men's Club Association (Limited).	To provide rooms for reading, refreshment, and recreation.	Aberdeen - - -	6 April -	11	65	1,500	6,000	65	- ditto -	- ditto -	11	- ditto.
32	The Wemyes Bay Steamboat Company (Limited).	To carry passengers, goods, cattle, &c.	186, West George-street, Glasgow.	29 April -	9	360	40,000	4,000	360	- ditto -	- ditto -	9	- ditto.
33	Montrose Union Steam Tug Company (Limited).	Towing in and out of harbour of Montrose.	1, American-street, Montrose.	2 May -	18	73	1,550	124	73	- ditto -	- ditto -	18	- ditto.
34	The Grantown Gaslight Company (Limited).	Manufacture and sale of gas -	Not stated.	13 May -	7	120	700	700	120	- ditto -	- ditto -	7	- ditto.
35	The Tayport Patent Slip Company (Limited).	To construct a patent slip - -	Tayport - - -	18 May -	11	2,138	3,000	600	2,138	- ditto -	- ditto -	11	- ditto.

II.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), without Limited Liability.

				1863:									
1	The Scottish Friendly Life Assurance Company.	To carry on the usual business of a life assurance office.	5, St. Andrew's-square, Edinburgh.	27 Jan. -	7	950	100,000	10,000	10,000	1 - -	10,000 - -	106	Still in operation.
2	The Dundee Sea Insurance Company.	Marine underwriting - -	29, Cowgate, Dundee -	28 Dec. -	7	7	3,000	20	7	Not stated	Not stated -	7	- ditto.
3	The Clyde and American Shipping Company.	To buy, sell, or employ vessels, and to buy and sell goods or merchandise.	25, Gordon-street, Glasgow.	1864: 4 April -	10	33	100,000	100	33	- ditto -	- ditto -	10	- ditto.

III.—Companies existing prior to the passing of the Act 25 & 26 Vict. c. 89, and subsequently Registered under that Act with Limited Liability.

				1863:									
1	Coatbridge Bread Society (Limited).	To supply good and cheap bread	Not stated - - -	6 May -	- -	- -	593	1,186	1,186	- 10 -	593 - -	218	Still in operation.

IV.—Companies existing prior to the passing of the Act 25 & 26 Vict. c. 89, and subsequently Registered under that Act without Limited Liability.

1	The Union Bank of Scotland	Banking	97, Ingram-street, Glasgow.	1862: 3 Nov.	-	-	-	1,000,000 Stock.	–	1,000,000	-	1,000,000 – –	1,129 Stockholders.	Still in operation.
2	Aberdeen Town and County Banking Company.	Banking	Not stated	19 Nov.	-	-	-	1,000,000	50,000	26,000	6 – –	156,000 – –	522	- ditto.
3	The City of Glasgow Bank	Banking	24, Virginia-street, Glasgow.	29 Nov.	-	-	-	750,000 Stock.	–	670,869	- -	670,869 – –	993 Stockholders.	- ditto.
4	The Caledonian Banking Company.	Banking	5, High-street, Inverness.	13 Dec.	-	-	-	500,000	50,000	50,000	2 10 –	125,000 – –	730	- ditto.
5	The North of Scotland Banking Company.	Banking	Castle-street, Aberdeen	20 Dec.	-	-	-	1,600,000	80,000	80,000	3 10 –	280,000 – –	1,332	- ditto.
6	The Clydesdale Banking Company.	Banking	10, Miller-street, Glasgow.	23 Dec.	-	-	-	1,000,000 Stock.	–	900,766	- -	900,766 – –	1,389 Stockholders.	- ditto.
7	The Indisputable Life Assurance Company of Scotland.	Life assurance	13, Queen-street, Edinburgh.	1863: 6 April	-	-	-	100,000	-	5,000	Not stated	Not stated -	43	- ditto.
8	The Central Bank of Scotland	Banking	St. John-street, Perth	14 April	-	-	-	100,000	2,500	2,500	40 – –	100,000 – –	420	- ditto.
9	The Dundee Banking Company	Banking	22, Castle-street, Dundee.	1 Aug.	-	-	-	200,000	1,000	1,000	Not stated	Not stated -	79	- ditto.
10	The Peterhead Gaslight Company.	The manufacture and sale of gas	46, Longate-street, Peterhead	31 Aug.	-	-	-	Not stated	Not stated.	Not stated	- ditto -	- ditto -	86	- ditto.
11	The London and Edinburgh Shipping Company.	To trade between Leith and London.	9, Dock-place, Leith	1864: 18 Jan.	-	-	-	70,000	1,400	1,400	- ditto -	- ditto -	110	- ditto.
12	Buchan Commercial Company	Trading generally	21, Windmill-street, Buchan.	18 Feb.	-	-	-	10,000	say 2,000	2,000	- ditto -	- ditto -	56	- ditto.
13	Forfar High-street Association	To buy and sell provisions	70, East High-street, Forfar.	7 Mar.	-	-	-	Not stated	Not stated.	70	2 – –	- ditto -	70	- ditto.

Exchequer Chambers, Edinburgh, 20 May 1864.

John Henderson,
A. J. S. C.

MALT AND BEER.

RETURN to an Order of the Honourable The House of Commons, dated 17 February 1864;—*for*,

RETURNS "of the Total Amount of the MALT TAX in each Year since 1846:"

"Of the Amount of Quantity and Drawback on Exported MALT and BEER in each Year since 1846:"

"And, of the Quantity of FOREIGN MALT Imported into this Country, and the Amount of DUTY Paid upon it, in each Year since 1846."

RETURN of the Total Amount of the MALT TAX in each Year since 1846.

Year ended 31st December	Amount of Duty Charged.	Year ended 31st December	Amount of Duty Charged.
	£.		£.
1847	4,475,692	1857	5,462,356
1848	5,076,238	1858	5,639,511
1849	5,266,800		
1850	5,511,440	1859	5,994,238
1851	5,457,288	1860	5,280,193
1852	5,558,497		
1853	5,690,274	1861	5,984,881
1854	6,997,133	1862	5,575,153
1855	6,767,537 *	1863	6,273,727
1856	6,572,237		

* The duty increased from 2*s.* 7*d.* and 5 per cent. to 4*s.* per bushel during the war with Russia.

RETURN of the Amount of Quantity and Drawback on Exported MALT and BEER in each Year since 1846.

Years.	Malt Exported on Drawback.	Beer Exported: Estimated Quantity of Malt used.	Drawback Paid.	Years.	Malt Exported on Drawback.	Beer Exported: Estimated Quantity of Malt used.	Drawback Paid.
	Bushels.	*Bushels.*	£.		*Bushels.*	*Bushels.*	£.
1847	- -	282,588	38,326	1856	9,614	1,100,690	189,724
1848	- -	301,751	39,588	1857	- -	1,180,930	164,523
1849	- -	277,780	37,674	1858	255	1,230,295	167,525
1850	- -	380,919	51,662	1859	- -	1,460,235	188,262
1851	- -	391,959	53,159	1860	62,864	1,435,742	202,699
1852	- -	498,820	67,652	1861	189,405	886,929	141,571
1853	47,570	874,173	125,010	1862	193,457	1,101,543	173,729
1854	6,291	872,090	119,465	1863	270,675	1,360,274	220,845
1855	5,644	1,183,974	161,529				

Inland Revenue Office, 1 March 1864.

W. M. Moxon, Chief Accountant.

RETURN of the Quantity of FOREIGN MALT imported into this Country, and the Amount of DUTY Paid upon it, in each Year since 1846.

	Quantity of Foreign Malt Imported and entered for Home Consumption in the United Kingdom.	Amount of Duty Received thereon.
	Quarters.	£.
Until 28th August 1860, importation prohibited.		
From 28th August to 31st December 1861 - - -	Nil.	
Year 1862 - - - - - - - - - -	23	29
„ 1863 - - - - - - - - - -	Nil.	

Office of the Inspector General of Imports and Exports, Custom House, London, 11 March 1864.

John A. Messenger.

MALT AND BEER.

RETURNS of the Total Amount of the Malt Tax in each Year since 1846; of the Amount of Quantity and Drawback on Exported Malt and Beer in each Year since 1846; and, of the Quantity of Foreign Malt Imported into this Country, and the Amount of Duty Paid upon it, in each Year since 1846.

(*Colonel Barttelot.*)

Ordered, by The House of Commons, *to be Printed,*
15 *March* 1864.

NORTH AMERICA (MUNITIONS OF WAR).

RETURN to an Order of the Honourable The House of Commons, dated 18 March 1864;—*for*,

AN ACCOUNT "of the GUNS and other MUNITIONS of WAR shipped from the Port of *Liverpool* to *America* during the Years 1861 and 1862, showing the Quantity, Description, Value, and Port of Destination."

AMERICAN PORTS.	Rifles and Muskets.				Fowling Pieces.				Pistols.			
	1861.		1862.		1861.		1862.		1861.		1862.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		£.		£.		£.		£.		£.		£.
New York - -	14,817	19,179	175,075	476,358	2,477	5,558	119	346	1,267	2,812	15	54
Boston - - -	266	596	5,548	18,169	2	80	–	–	–	–	–	–
Charleston - -	–	–	- -	- -	11	53	–	–	–	–	–	–
Mobile - - -	48	52	- -	- -	34	75	–	–	–	–	–	–
Baltimore - - -	–	–	- -	- -	14	20	–	–	–	–	–	–
Philadelphia - -	55	84	- -	- -	24	28	–	–	–	–	–	–
New Orleans - -	901	1,798	- -	- -	62	62	–	–	117	235	–	–
Portland - - -	10	85	15,430	52,470	1	20	–	–	–	–	13	64
TOTAL - - -	16,097	21,794	196,053	546,997	2,625	5,996	119	346	1,384	3,047	28	118

AMERICAN PORTS.	Ordnance and Ordnance Stores.				Parts of Fire Arms.		Percussion Caps.				Swords.	
	1861.		1862.		1861.	1862.	1861.		1862.		1861.	1862.
	Weight.	Value.	Weight.	Value.	Value.	Value.	No.	Value.	No.	Value.	Value.	Value.
	Tons. cwts.	£.	*Tons. cwts.*	£.	£.	£.		£.		£.	£.	£.
New York - -	1 12	220	34 4	1,446	–	15,775	4,869,500	752	9,386,000	1,366	–	235
Boston - - -	13 18	243	- -	18	–	–	1,200,000	221	80,000	15	–	–
Charleston - -	—	–	—	–	–	–	–	–	—	–	–	–
Mobile - - -	—	–	—	–	–	–	–	–	—	–	–	–
Baltimore - - -	- -	–	- -	5	–	–	–	–	- -	–	–	45
Philadelphia - -	- -	–	- -	–	–	–	–	–	1,000,000	93	–	–
New Orleans - -	- -	–	- -	–	–	–	–	–	- -	–	66	–
Portland - - -	- -	–	- -	16	–	112	40,000	96	1,481,000	180	16	398
TOTAL - - -	15 10	463	34 4	1,485	–	15,887	6,109,500	1,069	11,947,000	1,654	82	678

Examiner's Office,
4 April 1864.

W. Williams Taylor,
Examiner.

NORTH AMERICA (MUNITIONS OF WAR).

ACCOUNT of Guns and other Munitions of War shipped from the Port of *Liverpool* to *America* during the Years 1861 and 1862, showing the Quantity, Description, Value, and Port of Destination.

(*Lord Robert Cecil.*)

Ordered, by The House of Commons, *to be Printed,*
6 *April* 1864.

PAPER, &c.

RETURN to an Order of the Honourable The House of Commons, dated 4 March 1864;—*for*,

RETURNS "of all PAPER (exclusive of Hangings), the Manufacture of the UNITED KINGDOM, Exported to *India*, *Australia*, *British North America*, and the *Cape of Good Hope* respectively, in the Years 1860, 1861, 1862, and 1863:"

"Of all PAPER (exclusive of Hangings), being of FOREIGN or COLONIAL MANUFACTURE, transhipped at Ports in, or Exported from, the United Kingdom to the above British Possessions, during the same Periods:"

"Of all PAPER, or PAPER and STATIONERY (exclusive of Hangings), Imported into *Victoria*, *New South Wales*, *Canada*, and the *Cape of Good Hope* respectively, during the Years 1859, 1860, 1861, and 1862:"

"And, similar RETURN of all PAPER, or PAPER and STATIONERY, Imported into *British India* during the same period (in continuation of Parliamentary Paper, No. 567, of Session 1860)."

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*,
5 *April* 1864.

RETURN of all PAPER (exclusive of Hangings) the Manufacture of the UNITED KINGDOM, exported to *British India*, the British Settlements in *Australia*, *British North America*, and the British Possessions in *South Africa*, respectively, in each of the Years 1860, 1861, 1862, and 1863.

PAPER (exclusive of Hangings) of the MANUFACTURE of the UNITED KINGDOM.

	Quantity.	Declared Value.
	Lbs.	£.
Year 1860:		
Exported to—		
British India	2,260,928	96,752
British Settlements in Australia	6,684,157	200,365
British North America	499,854	20,871
British Possessions in South Africa	467,521	17,178
	9,912,460	335,166
Year 1861:		
Exported to—		
British India	2,161,837	89,977
British Settlements in Australia	5,108,677	146,463
British North America	540,965	20,182
British Possessions in South Africa	374,255	14,662
	8,185,734	271,284
Year 1862:		
Exported to—		
British India	3,405,136	104,945
British Settlements in Australia	7,203,056	183,894
British North America	552,384	21,208
British Possessions in South Africa	487,424	14,210
	11,648,000	324,257
Year 1863:		
Exported to—		
British India	3,167,024	98,174
British Settlements in Australia	8,719,424	215,797
British North America	1,071,392	36,997
British Possessions in South Africa	454,048	12,437
	13,411,888	363,405

RETURN of all PAPER (exclusive of Hangings), being of FOREIGN or COLONIAL MANUFACTURE, transhipped at Ports in, or exported from, the United Kingdom to *British India*, the British Settlements in *Australia*, *British North America*, and the British Possessions in *South Africa* respectively, in each of the Years 1860, 1861, 1862, and 1863.

PAPER (exclusive of Hangings) of FOREIGN or COLONIAL MANUFACTURE.

	Quantity.	Computed Real Value.
Year 1860:	*Lbs.*	£.
Transhipped or Exported to—		
British India	2,854,034	72,508
British Settlements in Australia	444,881	12,454
British North America	51,974	1,299
British Possessions in South Africa	94,467	2,404
	3,445,356	88,665
Year 1861:		
Transhipped or Exported to—		
British India	3,619,168	90,455
British Settlements in Australia	1,112,496	27,523
British North America	303,184	7,580
British Possessions in South Africa	126,560	3,175
	5,161,408	128,733
Year 1862:		
Transhipped or Exported to—		
British India	3,040,016	60,990
British Settlements in Australia	383,264	7,556
British North America	9,856	192
British Possessions in South Africa	28,896	616
	3,462,032	69,354
Year 1863:		
Transhipped or Exported to—		
British India	2,542,064	55,518
British Settlements in Australia	240,912	5,485
British North America	31,584	529
British Possessions in South Africa	37,184	853
	2,851,744	62,385

Office of the Inspector General of Imports and Exports,
Custom House, London, 11 March 1864.

John A. Messenger.

RETURN of all PAPER or PAPER and STATIONERY (exclusive of Hangings) imported into *Victoria, New South Wales, Canada,* and the *Cape of Good Hope,* respectively, during the Years 1859, 1860, 1861, and 1862.

	1859.	1860.	1861.	1862.
VICTORIA.	£.	£.	£.	£.
Stationery - - - Value	174,796	213,218	158,603	Not yet received.
NEW SOUTH WALES.				
Paper - - - - Value	71,996	109,823	73,952	100,992
CANADA.				
Paper - - - - Value	10,556	10,355	12,676	14,903
CAPE OF GOOD HOPE.				
Stationery - - - Value	19,643	27,584	31,669	27,125

Statistical Department, Board of Trade,
12 March 1864.

(signed) *A. W. Fonblanque.*

RETURN of all PAPER, or PAPER and STATIONERY, Imported into *British India* for the Years ended 30th April 1860, 1861, and 1862.

COUNTRIES WHENCE IMPORTED.	Books.			Cards.			Prints and Engravings.			Stationery.			TOTAL.		
	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.	1860.	1861.	1862.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
United Kingdom - - -	55,900	53,210	60,145	2,974	2,480	1,506	6,116	5,423	4,854	140,511	145,043	147,727	205,501	206,156	214,232
Aden - - - - - -	2,489	1,959	2,512	–	–	–	755	707	711	2,211	2,691	3,939	5,455	5,357	7,152
America - - - - - -	279	203	508	–	–	–	–	–	177	246	502	100	525	705	785
Antwerp - - - - - -	–	–	20	–	384	142	–	55	433	652	9,391	6,866	652	9,830	7,461
Arabian and Persian Gulfs - -	427	65	120	–	–	–	–	–	–	204	434	358	631	499	478
Cape of Good Hope - - -	5	–	–	–	–	–	–	–	30	131	–	40	136	- -	70
Ceylon - - - - - -	21	71	263	–	–	–	–	–	–	184	45	110	205	116	373
China - - - - - -	218	40	6	50	–	–	553	457	535	2,964	4,536	4,363	3,785	5,033	4,904
France - - - - - -	76	65	375	700	330	108	267	213	257	29,948	29,105	21,524	30,991	29,713	22,264
Germany - - - - - -	–	–	53	234	150	36	58	10	344	4,714	7,749	2,410	5,006	7,909	2,843
Mauritius and Bourbon - -	6	–	4	–	–	–	–	–	–	6	–	–	12	- -	4
Mediterranean Ports - - -	–	1	82	–	–	–	15	13	–	–	–	3	15	14	85
New South Wales - - -	–	1,800	–	–	–	–	–	100	–	–	17	–	- -	1,917	—
Straits Settlements - - -	930	73	22	–	1	54	16	3	20	725	1,592	1,524	1,671	1,669	1,620
St. Helena - - - - - -	–	35	–	–	–	–	–	–	–	–	118	–	- -	153	—
Suez - - - - - - -	11,198	13,246	5,035	8	–	6,306	307	792	168	3,938	4,421	1,339	15,451	18,459	12,848
TOTAL VALUE - - - £.	71,549	70,768	69,145	3,966	3,345	8,152	8,087	7,773	7,529	186,434	205,644	190,293	270,036	287,530	275,119

India Office, 16 March 1864.

M. Hornidge, Statistical Reporter.

PAPER, &c.

RETURNS of all PAPER and STATIONERY (exclusive of Hangings), the Manufacture of the UNITED KINGDOM, Exported to *India*, *Australia*, *British North America*, and the *Cape of Good Hope* respectively, in the Years 1860, 1861, 1862, and 1863; of all PAPER (exclusive of Hangings), being of FOREIGN or COLONIAL MANUFACTURE, transhipped at Ports in or Exported from the United Kingdom to the above British Possessions during the same Period; &c. (in continuation of Parliamentary Paper, No. 567, of Session 1860).

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*,
5 *April* 1864.

Under 1 *oz.*

CORRESPONDENCE

RESPECTING

DUES LEVIED BY THE RUSSIA COMPANY.

Presented to both Houses of Parliament by Command of Her Majesty.
1864.

LONDON:
PRINTED BY HARRISON AND SONS.

[3363]

LIST OF PAPERS.

No.			Page
1.	Sir J. Emerson Tennent to Mr. Hammond One Inclosure.	January 27, 1864	1
2.	Earl Russell to Lord Napier	February 10, ——	2
3.	Lord Napier to Earl Russell	February 19, ——	2
4.	Messrs. Clay and Somes, M.P., to Earl Russell One Inclosure.	March 17, ——	3
5.	Mr. Layard to Mr. Somes, M.P.	March 22, ——	4
6.	Earl Russell to Lord Napier	March 30, ——	4
7.	Lord Napier to Earl Russell Three Inclosures.	April 7, ——	4
8.	Mr. Layard to Sir J. Emerson Tennent	April 25, ——	9

Correspondence respecting Dues Levied by the Russia Company.

No. 1.

Sir J. Emerson Tennent to Mr. Hammond.—(*Received January* 29.)

Office of Committee of Privy Council for Trade,
Whitehall, January 27, 1864.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed Memorial from the Hull Chamber of Commerce on the subject of the dues levied in Russian ports on British vessels by the Russia Company; and I am to request that in laying the same before Earl Russell you will suggest to his Lordship that as some time has now elapsed since the last Report on the subject was received from Sir J. Crampton, at that time Her Majesty's Minister at St. Petersburgh, it may perhaps be desirable that Lord Napier should be instructed to furnish Her Majesty's Government with a Report on the present aspect of the question, and with the views which he may entertain with respect to the operations of the Russia Company in Russia, and their bearing upon British interests generally.

I have, &c.
(Signed) J. EMERSON TENNENT.

Inclosure in No. 1.

Memorial.

To the Lords Committee of Privy Council for Trade.

The Memorial of the Chamber of Commerce and Shipping at Hull,

Sheweth,

THAT by a Patent conferred during the reign of William and Mary, and confirmed by the Act 8 Elizabeth, 1566, a Company of British merchants, called the "Russia Company," and having an agency at St. Petersburgh, under the title of the "British Factory," still exercises certain powers of levying considerable amounts on British shipping using that port and Cronstadt.

That your Memorialists consider these charges as oppressive, and that British shipping derives no benefit whatever from the manner in which they are appropriated.

That said charges have often been complained of by shipowners and others, but that all attempts to procure relief have hitherto been in vain, owing, in the opinion of your Memorialists, to the existence of the Russia Company and Factory, of which most if not all the English merchants at St. Petersburgh are members.

Your Memorialists therefore consider that the first step towards procuring the relief sought, will be to withdraw from that Company the power it possesses of taxing British shipping in the ports of Russia.

That amongst the charges complained of is one of $2\frac{1}{4}d.$ per ton, which is stated to be "paid to the Treasurer of the Committee of the Chapel of the British Factory at St. Petersburgh, for the maintenance of the British Episcopal Establishment at that place, and also in aid of the Poor's Fund which is appropriated to the relief of British poor exclusively. This establishment is furthermore considered by the Russian Government as the Chapel of the Queen's Ambassadors, who, with their suites, have proper accommodation free of expense to the Crown."

Another charge is made under the head of "Company's Agent," and which amounts to $1\frac{1}{10}d.$ per ton. The duties of the Russia Company's Agent being of a similar character to those of Her Majesty's Consul, the appointment, according to a long standing arrangement, is always conferred upon Her Majesty's Consul for the time being, whose salary, it is further stated, "without this addition, or an equivalent, would be inadequate to enable him to live respectably and with moderate comfort in that expensive capital."

Your Memorialists submit that the maintenance of a church at St. Petersburgh for the use of Her Majesty's Ambassador and suite, and Consul, and merchants there, and their poor, if they have any, ought not to be paid for by British shipping; and further, that the salary of Her Majesty's Consul there, as elsewhere, ought to be charged to the Consolidated Fund, and not to the British shipowner; and that any advice or assistance which the masters of British ships require ought to be rendered free of extra charge as is the case with foreign shipping in our ports, where the Consul takes care that no charge is made which is not legal, and for which a voucher is not given.

There are many other charges upon shipping which your Memorialists do not enter upon, most of which have arisen under the action of the Russia Company, such as address money, lastage, passes, &c., and which your Memorialists believe will either be altogether abolished, or at least greatly reduced on the abolition of that Company, together with many other evils resulting from their influence in St. Petersburgh, which bear heavily on the interests of the British shipowners.

Your Memorialists submit, in conclusion, that British shipping should be placed on the same footing in Russian ports as Russian ships are in ours; that they should pay for no more than they receive value, and that they should not be confined to one broker (as in Cronstadt), whose charges are agreed upon by a Committee of English merchants in St. Petersburgh, who are members of the Russia Company, and who may benefit by the excessive charges they help to impose.

Your Memorialists further respectfully recommend to the attention of your Honourable Board the expediency of using every effort to place our merchants as well as our shipowners on the same terms in the ports and places of Russia and other countries, as the merchants and shipowners of these countries are placed in the ports and places of Great Britain.

Hull, January 18, 1864.

(Signed) HENRY J. ATKINSON,
President of the Hull Chamber of Commerce and Shipping.

No. 2.

Earl Russell to Lord Napier.

My Lord, *Foreign Office, February* 10, 1864.

I TRANSMIT to your Excellency herewith a copy of a letter from the Board o Trade,* with its inclosure from the Hull Chamber of Commerce, referring to a correspondence with Sir J. Crampton, in the year 1859, on the subject of dues levied in Russian ports on British vessels by the Russia Company; and I have to direct your Excellency, in accordance with the wish expressed in the Board of Trade letter, to make a full report to me on the proceedings of the Russia Company, as bearing on British trade.

I am, &c.

(Signed) RUSSELL.

No. 3.

Lord Napier to Earl Russell.—(Received February 24.)

My Lord, *St. Petersburgh, February* 19, 1864.

I AM directed by your Lordship's despatch of the 10th instant, to report to Her Majesty's Government on the charges levied on British shipping in Russian ports, under the authority of the Russia Company, and generally on the proceedings of that Company as bearing on British trade.

With a view to the execution of your Lordship's orders, I have directed Mr. Michell to proceed to the port of Cronstadt for the purpose of preparing a comparative return of the charges of a public and private character levied respectively on British and foreign vessels which, when completed, will be forwarded to Her Majesty's Government.

* No. 1.

It will be my duty at the same time to submit to your Lordship my opinion respecting the general effect of the operations of the Company and the Factory in regard to the interests of British trade in this country. I do not, however, hesitate to affirm that the present system has no effect in discouraging either the employment of British vessels or the importation of British commodities in Russia, and I am under a decided impression that the administration of the funds levied under the authority of the Company by the officers of the Factory is conducive to the welfare of Her Majesty's subjects at St. Petersburgh, that it is advantageous to them in their relations to the Russian Government, and that it exonerates Her Majesty's Government from a serious amount of expenditure which would otherwise fall on the home authorities.

I have, &c.
(Signed) NAPIER.

No. 4.

Messrs. Clay and Somes, M.P., to Earl Russell.—(Received March 18.)

My dear Earl Russell, *March* 17, 1864.

MY colleague and myself have been requested to present personally to your Lordship a letter from the President of the Hull Chamber of Commerce, on the subject of the dues in Russian ports on British ships.

The letter, however, sufficiently explains the special points in which the assistance of the Foreign Office is required, and as we well know how constantly your Lordship's time is occupied, and hear, moreover, with much regret that you are suffering under some indisposition, we content ourselves with asking your Lordship's favourable attention to the letter we now inclose.

Your, &c.
(Signed) JAMES CLAY.
JOSEPH SOMES.

Inclosure in No. 4.

The President of the Hull Chamber of Commerce to Earl Russell.

My Lord, *Chamber of Commerce and Shipping, Hull, January* 29, 1864.

I BEG respectfully to ask your Lordship's attention to the complaints of British shipowners trading with the ports of Old Russia, especially with Cronstadt and St. Petersburgh. The burdens of which we complain are more severely felt in Hull than elsewhere, as from this port the greater part of the trade is carried on.

Our grievances are of two kinds—the one arising from the existence of the Russian Company; the other from the laws of Russia, which do not treat our ships in their ports as fairly as we treat theirs in ours.

I am aware that the Foreign Office may not be directly concerned in the abolition or continued existence of the Russia Company, and that to the Board of Trade we ought to be able to look with confidence to relieve trade from this ancient and absurd incubus. But, indirectly, the Department over which your Lordship presides has much to say in this matter.

For many years past the existence of this Company—the last remains of commercial barbarism—has been defended on the ground that it has exercised, and still exercises, some undefined, but beneficial functions, in aid of our diplomatic relations with Russia.

We cannot believe that this is so now, if, indeed, it ever was so; and I entreat your Lordship to consult Her Majesty's Ambassador at St. Petersburgh on this point, so that if we are to continue to suffer from an antiquated and unjust taxation, we may at least have the satisfaction of knowing, on the highest official guarantee, that the country is in some shape a gainer by it.

There is another point in this matter which is the direct concern of the Foreign Office. One of the taxes levied on our ships by the Russia Company is called "agency money;" and it is not concealed that the proceeds of this tax go to swell the income of our Consul. For some years it ceased to be levied, and in a list, last year, of legal charges on British ships in Russian ports, furnished to Mr. Clay, M.P., by the Board of Trade, there is a note to this effect:—"It is believed that this charge is discontinued."

This is an error. The tax is still levied, and was reimposed on the return of our

Consul to Russia in the year 1857. It is said to have been thus reimposed at his own suggestion; but whether this be so or no, it is an unusual, and, I venture to add, an unfair way of paying a Consul, and impolitic, as giving him an interest in the perpetuation of a system which has no parallel in our trade.

Nor do we receive from this gentleman the services we have a right to expect. If we complain of a charge for which no value is given, or demand a voucher, the constant and only answer from our Consul is, that "the charge is customary." In our ports the foreign Consuls would not allow the charge of one penny on a foreign ship, for which a voucher was not given. We ask to be treated in Russia as we treat a Russian here.

With regard to that portion of our grievance which depends on Russian law, our chief complaint is, that in Russian ports the merchants and brokers are privileged guilds, who have a monopoly, and an English ship-owner cannot exercise a free choice as to the party he may think fit to entrust with his business. This system is attended by all the evil which might be expected from it. The merchants and brokers do much as they like—give or withhold vouchers at their pleasure, are inattentive to complaint, and fix among themselves (in conjunction with the Russia Company and Factory) their own charges.

I know well that your Lordship cannot alter Russian law; but, on this point, I entreat your Lordship to use such urgent instance as you may think right with the Russian Government, to induce them to alter a system not in accordance with modern enlightenment, or, indeed, with the views of trade, in many respects wise and liberal, which the Russian Government is known to entertain.

I have, &c.
(Signed) HENRY J. ATKINSON.

No. 5.

Mr. Layard to Mr. Somes, M.P.

Sir, *Foreign Office, March* 22, 1864.

I AM directed by Earl Russell to acknowledge the receipt of your letter of the 17th instant, inclosing a letter from the Hull Chamber of Commerce, respecting the dues d on British vessels in Russian ports under the authority of the Russia Company.

In reply I am to acquaint you that a similar representation has already been received by Lord Russell from the Board of Trade, which was forwarded to Lord Napier, Her Majesty's Ambassador at St. Petersburgh, who was directed to report thereupon, and Lord Russell will cause a copy of the letter from the Hull Chamber of Commerce to be also sent to Lord Napier.

I am, &c.
(Signed) A. H. LAYARD.

No. 6.

Earl Russell to Lord Napier.

My Lord, *Foreign Office, March* 30, 1864.

WITH reference to my despatch of the 10th ultimo, I transmit to your Excellency herewith, a copy of a letter from the Hull Chamber of Commerce* complaining of the dues levied on British vessels in Russian ports under the authority of the Russia Company.

I am, &c.
(Signed) RUSSELL.

No. 7.

Lord Napier to Earl Russell.—(Received April 18.)

My Lord, *St. Petersburgh, April* 7, 1864.

IN conformity with the instructions conveyed to me by your Lordship's despatch of February 10th, I beg to submit to your Lordship the following remarks upon certain charges affecting British vessels at the port of Cronstadt levied by the Russia Company

* Inclosure in No. 4.

in virtue of a Royal Charter, and an Act of Parliament, charges which have long afforded matter for complaint among parties in England connected with the trade.

The charges particularly referred to are known under the denominations of Company's agency and church money. They are denounced as being unusual, as being unjust, and as being calculated to do injury to British interests by the burden which they impose on British shipping.

I propose to consider, first, the question of Company's agency, and secondly, the question of church money.

1st. The duty levied under the head of Company's agency is a duty of 6 kopecks per last, or about 1*d.* per ton, on all British vessels which sail with cargo from the port of Cronstadt. Half that amount is taken from vessels sailing in ballast. The amount thus collected is appropriated to the remuneration of the agent of the Russia Company, who is now and has been for many years past Her Majesty's Consul at St. Petersburgh. A statement of the amount annually levied for this purpose during the period of six years from 1857 to 1862, both inclusive, is inclosed herewith. The average amount is 6,377 roubles silver, equal to 956*l.* 11*s.*

It is contended, in regard to this charge, that the office of Agent for the Russian Company is a sinecure, or at least that no duties are attached to it distinct from those which Her Majesty's Consul is bound to perform; that the salary awarded to Her Majesty's Consul by the Treasury is inadequate for the necessities of his position; and that a charge is virtually imposed on British shipping for the payment of the Consul, which ought to be borne by the public revenue; that, moreover, the impost levied at Cronstadt is disbursed at St. Petersburgh, where the Consul has no direct business or duties in connection with the commerce of the outport.

There is some foundation for these allegations. There are no duties belonging to the Company's agent which the Consul might not reasonably perform; if the money were not given to the Consul it would be given to some one who would have nothing to do; the salary given by Her Majesty's Government to the Consul may justly be thought insufficient; and the money taken at Cronstadt is paid at St. Petersburgh. This tonnage duty, levied on British shipping, is now practically a method of raising the salary of a British Consul, who is, moreover, not the functionary most closely or obviously connected with the shipping business. The present Consul, in fact, originally accepted his appointment on a distinct understanding that he should not be excluded from a source of emolument which his predecessor had enjoyed. Such a method of remunerating Her Majesty's Consul from a tonnage duty is unusual, and may be considered objectionable by those who desire to see a uniform system applied in the public service. I cannot, however, consider it to be altogether inconsistent with reason or principle. A Consul is established at St. Petersburgh for the general welfare of British trade at the Russian capital, of which Cronstadt is the port, and for the protection of the proprietary and commercial interests of Her Majesty's subjects sojourning and trading here. His functions lie with the Russian Custom-house officials, with seafaring persons shipwrecked or abandoned in Russia, with the British poor in part depending on the maritime trade; it is his duty to look after the property of all British subjects dying intestate, to advise in cases of disputed successions, to inform and enlighten Her Majesty's Embassy and Her Majesty's Government on all questions connected with the commerce of the two countries. He is in some respects the counsel and protector of British subjects engaged in the foreign trade, as well as of British subjects resident in Russia who are not so engaged. I do not see that there is in principle a valid objection to a portion of his remuneration being directly and palpably drawn from the interest for the benefit of which he is nominated and employed. It is for Her Majesty's Government to decide whether it be expedient to perpetuate the present system. If they think it is expedient, they will continue to sanction the tonnage duty taken for this purpose; if they judge otherwise, they will probably, on the death or removal of the present Consul, make a new arrangement, involving the suppression of this tonnage duty. They might do so at once, and award to the present Consul an equitable compensation for his loss.

2ndly. The tonnage duty denominated "Church money," is a duty of 15 kopecks per last, or 3·3333 pence per ton, levied on all vessels which sail from the port of Cronstadt with cargo, and of 7 kopecks per last on vessels sailing in ballast. The amount levied under this head during a period of seven years, from 1856 to 1862 both inclusive, is specified in the inclosed Return mentioned above. The average sum is 15,808 silver roubles, or 2,271*l.* 4*s.* per annum. The proceeds are appropriated to the support of the Church establishments at Cronstadt and St. Petersburgh, and to the relief of the English poor.

It would be idle to deny that this impost is inconsistent with the practice of other

ports, and with the principles which are generally accredited with reference to the support of religion and the maintenance of the English poor abroad. A tonnage duty is levied on all vessels in the interest of one Church. It matters not to what persuasion the owner or charterer of the vessel belongs; he may be a Quaker or Roman Catholic or a Presbyterian, 3*d.* per ton are exacted and carried to the credit of the Anglican establishment. Nor is the greater part of the Church money expended at Cronstadt, where the seamen belonging to the English Church, or to no Church, might have the benefit of the service or of spiritual offices. The Church at Cronstadt is indeed supported from this fund, and is administered by a zealous and acceptable clergyman, but the greater part of the revenue is carried to St. Petersburgh, where the sailors seldom repair, or if they do so, rather with a view to recreation than religion. Nor is the practice of relieving the British poor at St. Petersburgh and Cronstadt from this fund beyond animadversion. A portion of the poor population may belong to the seafaring class, and may have been deposited in Russia by British vessels. The relief of such might with justice be charged to the British shipping interest until they can be provided for here or be returned to their parishes at home, but a far greater number of the poor belong to the manufacturing class, or to the class of tradesmen or domestics who are drawn to this country by high wages and the protective system, and who have nothing to do with British shipping whatever.

Such are the arguments opposed to the levy of Church money at Cronstadt, and it cannot be contested that a portion of the Church money is devoted to support a religion to which those who seem to pay do not belong, and to relieve a class of poor with whom those who seem to pay have no connection. This may naturally offend scrupulous minds, and if the dissenting shipowner and charterer did actually pay the episcopal parson, and support the vagrant or manufacturing poor, I should be compelled to admit that this impost is not only obnoxious but unjust, and in principle, if not in amount, oppressive.

With due deference to your Lordship's superior judgment, and to the opinions of the respectable persons who have addressed Her Majesty's Government on this question, I cannot, as now advised, admit that the injustice falls on those by whom the complaints are chiefly offered, and who no doubt feel themselves injured. The parties who own, and those who charter the vessel, pay in the first instance the tonnage duties, but the shipowner, in consequence of these duties, takes a higher freight, and the charterer, to cover his outlay, increases the price of the goods which he exports from England or from Russia. I believe I may fairly affirm that it is the consumer of English goods in Russia, and of Russian goods in England, who pay the tonnage dues at Cronstadt in the long run.

If this be the case it may still be contended that the general consumers in either country ought not to be burdened with charges for establishments in which they are not interested and from which they derive no benefit. The public in England and the public in Russia ought not to pay for the Anglican Churches at Cronstadt and St. Petersburgh. It may, moreover, be alleged that the imposition of such charges must operate to render English freights higher and English goods dearer, and thus to discourage the use of our ships and the consumption of our merchandise.

Leaving the question of principle involved in this argument to your Lordship's appreciation, I shall address myself to the practical question whether the existence of these imposts, known as Company's Agency and Church Money, constitute an oppressive discriminating charge on British shipping, and whether if these charges were removed, there would be any effectual and perceptible relief and encouragement for the employment of British ships and the consumption of British goods.

With a view to a clear perception of this question I instructed Mr. Michell, Attaché to this Embassy, to proceed to Cronstadt, and to prepare a comparative Return of the various charges, of a public and private nature, affecting English and foreign vessels engaged in the trade at that port.

Mr. Michell having bestowed considerable pains on the subject, has placed in my hands the inclosed Table, which sets forth in a lucid form the amount of charges on a British and on a foreign vessel of 200 tons arriving at Cronstadt with cargo or in ballast, from any quarter, and sailing with cargo to a port in Great Britain.

In this statement which has been subjected to the inspection of Her Majesty's Consul, and of which I see no reason to question the perfect accuracy, your Lordship will observe that notwithstanding the Company's agency, which is only paid by English vessels, and the church money which is much heavier in regard to English vessels than any others, the gross amount of shipping charges is considerably lighter on British than on any foreign ships. The Government charges, the recognized port dues, are insignificant and fall equally on the shipping of all nations; it is in various items of the mercantile charges that the English exporting houses manifest a greater liberality than those of other countries, and there is especially a charge called Cronstadt agency, varying in the case of

foreign vessels from 15 to 24 kopecks per last, which is not taken by English exporters on English vessels at all. A marked distinction will also be observed in the items entitled, commission to Cronstadt agent, Consular fees, boat money, declaration, preparation of manifest, &c., &c.; and I do not hesitate to state to your Lordship, that if the English firms of this place have determined to transact business on terms comparatively cheap, it is in no small measure in consideration of the funds which have been placed at their disposal for useful purposes by the duties levied under the head of Company's agency and church money. Should the authority to take these dues granted to the Russia Company be withdrawn, and should those dues as a fixed and authoritative charge be abolished, there is every reason to believe that the English merchants will indemnify themselves and provide the means of supporting the Church to which they are attached, and of relieving the poor by whom they are surrounded, by imposing the charges which they now omit and by raising the charges which they now exact on a reduced scale. Against such a spontaneous combination there would be no redress, and the English merchants could have recourse to it without diminishing their own business or reducing the employment of British shipping; for the desired compensation could be obtained without ever raising the charges on British ships to the level of those on American, French, Italian, Prussian, or Dutch vessels.

It has been alleged in some quarters, that the present system is supported by Her Majesty's Government in order that a chapel may be supplied for the use of Her Majesty's Embassy without any charge to the Government or the Ambassador. It is only necessary to repair to the English Church at St. Petersburgh to dispel this notion. The church is in no respect the chapel of the Embassy. It is detached from the residence of the Ambassador; it is not under his authority or control in any way; it is managed by an independent Committee, and is frequented by a numerous and substantial congregation. A seat is merely provided in it by the respect and liberality of the vestry for Her Majesty's Representative.

Your Lordship has directed me to state my views in general in respect to the influence exerted by the Russian Company and the British Factory of St. Petersburgh on British trade.

In reply, I beg to submit my opinion that the existence of these Corporations has no effect whatever in embarrassing or restricting the expansion of English commerce in this Empire. The Russia Company is a small body of respectable persons in London, who are trustees for a moderate sum of money, of which the interest is expended here for the support of religion. It also levies the duties referred to in this despatch on British vessels at Cronstadt and at Archangel, duties which do not practically operate in any way to the discouragement of trade, and the proceeds of which are applied to religious and charitable purposes.

The Factory is only known in the form of a Committee for the management of Church affairs and for the relief of the poor. It possesses no privileges or monopoly. Every English subject can freely trade at St. Petersburgh and Cronstadt, without having any connection with this obsolete and shadowy Association. If the Company and Factory were abolished to-morrow, with the Company's agency and the Church money, not one English vessel more would be chartered for the Gulf of Finland, not one pound more of British twist would be exported to the Russian market; not one farthing less, in all probability, would be charged to the British shipowner. The traffic between Russia and England is limited by very different causes. It is kept under by the high import duties imposed by the Russian Tariff, which render English goods dear to the Russian consumer, and by the want of roads and railways from the interior to the seaboard, which raises the price of Russian produce destined for the English market, and subjects it to a severe competition from the same articles brought from other countries.

The Company and Factory, which do no harm, do, however, a certain amount of good. Though little more than names, they still embody an ancient tradition familiar to the Russian Government and people, while the funds collected under the authority of the Company, and administered, for the most part, under the authority of the Committee of the Factory, support a Church which the Russians regard with partiality and respect, and exonerate the local authorities, as well as Her Majesty's Government, from all charges on account of the British poor.

To those theorists who would introduce everywhere the same pattern of taxation and administration, the vestiges of corporate establishments and rights which linger here may be repugnant, but a sensible reformer would perhaps scarcely meddle with a system which works well, and gives satisfaction to those who are most concerned in it.

In conclusion, I beg to submit to Her Majesty's Government a translation of certain Rules recently adopted by English and foreign merchants for the regulation of charges on

vessels, other than English and American, arriving at and departing from the port of Cronstadt. Should the duties levied by the Russia Company on British ships be annulled, the English merchants would probably combine spontaneously in the same way to regulate the amount of charges on British ships, and there can be little doubt that those charges would be as heavy at least as the duties which are exacted under the existing system.

I have, &c.

(Signed) NAPIER.

Inclosure 1 in No. 7.

Lastage of British Ships at the Port of St. Petersburgh.

	Number of Ships.	Lasts.	Russsia Company's Agent.	Church Money.
			Roubles.	Roubles.
1856	852	105,690	No collection	Say 15.000*
1857	733	104,677	5,979	14,947
1858	812	110,793	6,151	15,377
1859	895	121.841	6,425	16,062
1860	814	112,796	6,136	15,340
1861	892	128,697	6,906	17,265
1862	903	122.449	6.666	16.665

	Roubles.
Church Money (average for 7 years)	15.808
Company's Agent (average for 6 years)	6,377

Inclosure 2 in No. 7.

Comparative Table of Charges at the Port of Cronstadt on a British and Foreign Vessel of 200 tons (100 lasts) arriving with Cargo or Ballast from any Quarter, and Sailing with Cargo to a Port in Great Britain.

The mercantile charges are not inclusive of 3 per cent. commission on inward freight, or of brokerage charges.

Items of Charges.	English Vessel. (Will carry 160 lasts.)		American Vessel.		French Vessel. (Will carry 125 lasts.)		Italian Vessel. (Will carry 125 lasts.)		Prussian Vessel. (Will carry 160 lasts.)		Dutch Vessel. (Will carry 160 lasts.)	
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
A. Government charges:												
Lastage, 10 copecks per last register		10 0		10 0		10 0		10 0		19 0		10 0
Cook-house and rubbish-boat, 3 copecks per last, and 50 copecks per vessel		4 0		4 0		4 0		4 0		4 0		4 0
		14 0		14 0		14 0		14 0		14 0		14 0
B. Mercantile charges:												
1. For benefit of merchant—												
Address money, 19 cops. per last		19 0 (a)		19 0 (a)		23 75 (b)		23 75 (b)		30 40 (b)		30 40 (b)
2. For benefit of Cronstadt Agency and Consulate—												
Commission to Cronstadt Agent	30 0 (c)		30 0 (c)		37 50 (d)		37 50 (d)		48 0 (d)		48 0 (d)	
"Cronstadt Agency," paid by all ships except British	—		15 0 (e)		18 75 (f)		18 75 (f)		24 0 (f)		24 0 (f)	
Consular fees	— (g)		1 33 (h)		—		18 0 (i)		3 25 (j)		14 0 (k)	
Clearing craft	—		3 0		—		—		—		—	
Boat-money	0 50 (l)		6 0 (m)		0 6 (m)		—		—		—	
Declaration, preparation of manifest	0 60 (n)		6 0 (o)		6 0 (o)		0 50 (n)		0 50 (n)		0 50 (n)	
		31 10		31 33		68 25		74 55		75 75		86 50
C. Special charges:												
"Conductors, &c.," fees to Russian officials at Cronstadt	2 85 (p)		4 50 (q)		3 0 (q)		1 50 (q)		1 50 (q)		1 50 (q)	
"Ship's pass," levied for benefit of Custom-house officials at St. Petersburgh	14 0 (r)		16 85		17 86		16 85		16 85		16 85	
		16 85		21 35		20 86		18 35		18 35		18 35
Poor's Fund (supplementary Distressed Seamen's Fund) (s)		1 0		—		—		—		—		—
Hospital subscription (1 rouble per man)	(t)	—		—		—		7 50		9 60		9 60
Church-money	(u)	15 0		—		—		3 75 (v)		9 60 (w)		3 0 (x)
Company's Agent (6 copecks per last register		6 0		—		—		—		—		—
Total charges		102 95		115 68		126 86		142 10		157 70		161 85

a. 19 copecks per last register on British and American vessels.
b. 19 copecks per last loaded, on all others.
c. 30 copecks per last register.
d. 30 copecks per last loaded.
e. 15 copecks per last register.
f. Ditto per last loaded.
g. Only charged in case of Consular services being required.
h. Half a cent. per ton register.
i. 18 copecks per last register.
j. About 3¼ copecks per last on vessels over 50 lasts, or 1¾ copecks if under 50 lasts register.
k. 14 copecks per last register.
l. Varies according to amount of business transacted for vessel.
m. A fixed charge of 6 copecks per last.
n. The price of the stamped paper used in preparation of Declaration, with a trifling surcharge.
o. A fixed charge.
p. Actually paid to Russian officials.
q. A fixed charge.
r. A small portion of this charge goes to Government for the stamp on which the pass is made out; the remainder is divided between the Custom-house brokers and the Customs officers. Steamers pay 30 roubles.
s. An old customary charge on British vessels only. Steamers pay 1 rouble 43 copecks.
t. Not compulsory on British, American, and French vessels.
u. 15 copecks per last register.
v. 3 copecks per last loaded.
w. 6 copecks per last loaded.
x. 3 roubles per ship.

* This is rather over-estimated, the amount paid as "ships in ballast" being rather less than half the amount paid for "ships with goods," the latter being 15 copecks per last, and the former only 7 copecks; whereas, in the above, the ships in ballast are calculated at exactly half, or 7½ copecks per last. The number of ships in ballast, however, is comparatively small; so the difference will not be considerable.

Inclosure 3 in No. 7.

Rules for the Calculation of Lastage, Address-money, and other Charges on Vessels Arriving at and Departing from the Port of Cronstadt, with the exception of those under British or American Flags.

(Translation.)

FOR vessels arriving:—

1. All charges hitherto made on vessels arriving, for address money, are abolished, and there will in future only exist a charge of 3 per cent. on the inward freight, even in case any other rate of commission should be stipulated in the charter-party or agreement.

2. The master is bound to receive his freight through the house to which the ship is consigned, and is under no pretext allowed to receive it in person.

3. The rate of exchange for the inward freight is determined in accordance with the Convention of July 1859, and consequently, in the case of steamers, is to be calculated, when the inward freight is paid, according to the mean exchange of the first day on which the exchange is regulated after the arrival of the vessel as announced in the Cronstadt Shipping List; and in that of sailing-vessels, according to the mean rate of exchange of the third exchange-day after arrival. Should the vessel happen to arrive on an exchange-day, this day is to be considered as the first exchange-day.

4. If a person receiving goods, on taking them from the Custom-house, should not have properly proved his claims beforehand, he is bound to seek the master of the vessel, and to pay the freight stipulated without any demur.

For vessels departing:—

In place of the former rates, the following charges are fixed for vessels departing—

a. If the vessel is going to England—

	Rs.	c.	
Lastage	0	10	per last loaded.
Address and clearing-money	0	34	„
Church-money	0	6	„
Passports for sailing-vessels	14	0	per vessel.
Extra	2	85	„
Passports for steamers	30	0	„

b. If the vessel is going to the continent, or to any port except an English one—

	Rs.	c.	
Lastage	0	10	per last loaded.
Address-money	0	19	„
Church-money	0	6	„
Passports for sailing-vessels	15	0	per vessel.
Ditto for steamers	30	0	„

c. If the vessel is going out in ballast, whatever be its destination—

	Rs.	c.	
Lastage	0	10	per last register.
Address-money	0	10	„
Church-money	0	3	„
Passports for sailing-vessels	15	0	per vessel.
Ditto for steamers	30	0	„

The "church-money" is charged as shown above, at the rate of 6 kopecks per last loaded, which is to be paid to the person appointed to receive it at Cronstadt. Dutch, Swedish, Norwegian, French, and Neapolitan vessels pay the "church-money" to their respective Consuls.

On the other hand, the charge hitherto levied of 2 per cent. commission on the outward freight is abolished.

(Signed by 71 Foreign and 13 British Merchants.)

No. 8.

Mr. Layard to Sir J. Emerson Tennent.

Sir, *Foreign Office, April* 25, 1864.

WITH reference to your letter of the 27th of January, I am directed by Earl Russell to transmit to you, to be laid before the Lords of the Committee of Privy Council for Trade, a Report which has been received from Her Majesty's Ambassador at St. Peters-

burgh,* relative to certain charges levied on British vessels at Cronstadt by the Russian Company.

I am to request that Lord Napier's despatch may eventually be returned to this office.

I am, &c.
(Signed) A. H. LAYARD.

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* No. 7.

Correspondence respecting Dues Levied by the Russia Company.

Presented to both Houses of Parliament by Command of Her Majesty. 1864.

LONDON :
PRINTED BY HARRISON AND SONS.

FURTHER CORRESPONDENCE

RESPECTING

DUES LEVIED BY THE RUSSIA COMPANY.

Presented to the House of Commons by Command of Her Majesty, in pursuance of their Address dated July 5, 1864.

LONDON:
PRINTED BY HARRISON AND SONS.

LIST OF PAPERS.

No.			Page
1.	The President of the Hull Chamber of Commerce to Earl Russell	June 29, 1864	1
2.	Mr. Hammond to the President of the Hull Chamber of Commerce	July 2, ——	3

RETURN to an Address of the Honourable the House of Commons, dated July 5, 1864;
for—

"A Copy of Letter from the President of the Chamber of Commerce and Shipping, Hull, to the Right Honourable Earl Russell, dated the 29th day of June, 1864, (in continuation of Correspondence respecting Dues levied by the Russia Company).

No. 1.

The President of the Hull Chamber of Commerce to Earl Russell.—(Received July 1.)

My Lord, *Chamber of Commerce and Shipping, Hull, June 29, 1864.*

I HAVE the honour to acknowledge the receipt of a communication from the Foreign Office, dated the 18th instant, inclosing copy of "Correspondence respecting Dues levied by the Russia Company," and, by request of the Directors of this Chamber, I thank your Lordship for the prompt attention which their complaints have received.

My Directors might almost leave Lord Napier's despatch to speak for itself, feeling convinced that it is conclusive as to the condemnation of the principal charges referred to in the correspondence. Thus, with regard to the Company's agent, Lord Napier says:—

1. "There are no duties belonging to the Company's agent which the Consul might not reasonably perform."

2. "If the money were not given to the Consul, it would be given to some one who had nothing to do."

3. "The salary given by Her Majesty's Government to the Consul may justly be thought insufficient."

4. "The money taken taken at Cronstadt is paid at St. Petersburgh."

5. "This tonnage duty levied on British shipping is now practically a method of raising the salary of a British Consul, who is, moreover, not the functionary most closely or obviously connected with the shipping business."

6. "Such a method of remunerating Her Majesty's Consul from a tonnage duty is unusual, &c."

Now if, as Lord Napier thus shows, the duties of the Company's agent might reasonably be performed by the British Consul; if, also, the money thus raised would go to some one having nothing to do, if not to the Consul, what objection can there be to the abolition of a charge for which, under these circumstances, it is evident no value is given?

Again, if the salary of Her Majesty's Consul at St. Petersburgh is confessedly insufficient, why should it not be increased from the usual source? The present method of augmenting the salary is allowed to be "unusual," and my Directors therefore ask why they, who happen to trade to Cronstadt and St. Petersburgh, should be treated in a different manner to British merchants who trade to other quarters, seeing that all willingly bear the same burdens as regards the general taxation of the country?

Lord Napier's remarks as to the functions of Her Majesty's Consul at St. Petersburgh apply as much to every other Consul in the service, and therefore they need no special notice.

And your Lordship will be well aware that the interest for the benefit of which the Consul is nominated and employed does already contribute specially in the shape of Consular fees for services rendered, and which fees now go to the credit of the public funds in diminution of the amount actually paid out for Consular salaries.

Church money, the other charge principally objected to, is also condemned in Lord Napier's own words, which follow:—

"The proceeds are appropriated to the support of the Church Establishment at Cronstadt and St. Petersburgh, and to the relief of the English poor.

"It would be idle to deny that this impost is inconsistent with the practice of other ports, and with the principles which are generally accredited with reference to the support

of religion and the maintenance of the English poor abroad. A tonnage-duty is levied on all vessels, in the interest of one Church. It matters not to what persuasion the owner or charterer of the vessel belongs—he may be a Quaker or Roman Catholic, or a Presbyterian—3*d.* per ton are exacted and carried to the credit of the Anglican Establishment. Nor is the greater part of the Church money expended at Cronstadt, where the seamen belonging to the English Church, or to no Church, might have the benefit of the service or of spiritual offices. The church at Cronstadt is indeed supported from this fund, and is administered by a zealous and acceptable clergyman, but the greater part of the revenue is carried to St. Petersburgh, where the sailors seldom repair, or if they do so, rather with a view to recreation than religion. Nor is the practice of relieving the British poor at St. Petersburgh and Cronstadt from this fund beyond animadversion. A portion of the poor population may belong to the seafaring class, and may have been deposited in Russia by British vessels. The relief of such might with justice be charged to the British shipping interest until they can be provided for here, or be returned to their parishes at home, but a far greater number of the poor belong to the manufacturing class, or to the class of tradesmen or domestics who are drawn to this country by high wages and the protective system, and who have nothing to do with British shipping whatever."

It is here confessed that the greater part of the Church-money is not expended at Cronstadt, where seamen might have the benefit of it, but at St. Petersburgh, to which port sailors seldom repair; and if they do so, it is not for the purposes of religion. Also, that the greater number of the poor belong to such classes as "have nothing to do with British shipping whatever."

Upon principle, therefore, the case is dead against both charges.

Now for expediency. Lord Napier fears that "should the authority to take these dues, granted to the Russia Company, be withdrawn, and should those dues, as a fixed and authoritative charge, be abolished, there is every reason to believe that the English merchants will indemnify themselves, and provide the means of supporting the Church to which they are attached, and of relieving the poor by whom they are surrounded, by imposing the charges which they now omit, and by raising the charges which they now exact on a reduced scale."

He also writes—

"In conclusion, I beg to submit to Her Majesty's Government a translation of certain rules recently adopted by English and foreign merchants for the regulation of charges on vessels other than English and American, arriving at and departing from the port of Constadt. Should the duties levied by the Russia Company on British ships be annulled, the English merchants would probably combine spontaneously in the same way to regulate the amount of charges on British ships, and there can be little doubt that those charges would be as heavy at least as the duties which are exacted under the existing system."

In reply to these apprehensions, the parties most concerned beg to assure your Lordship that they are quite willing to take the risk of any such charges as are thus referred to, especially as they are able to prove that some of the immunities which Lord Napier has been led to believe are existing at present in favour of British shipping exist only upon paper.

To illustrate this your Lordship's attention is earnestly requested to "Inclosure 3 in No. 7." Clause 1 runs as follows:—

"All charges hitherto made on vessels arriving for address-money are abolished, and there will in future only exist a charge of 3 per cent. on the inward freight, even in case any other rate of commission should be stipulated in the charter-party or agreement."

Will your Lordship believe that in the case of the "Chance," of Hull, which vessel lately delivered a cargo at Cronstadt from Grimsby, although the stamped charter-party specifically stipulated that the address commission should be "2 per cent.," the rule thus quoted was applied to her, and 3 per cent. was charged?

The British ships visiting Cronstadt also pay sufficiently every voyage for the agency at Cronstadt, without being charged "Cronstadt agency" again by merchants at St. Petersburgh, who by arrangement have left the duties of each agency to be performed by a firm at Cronstadt, and which firm is duly remunerated by the British shipowner.

It is consequently useless to threaten English shipowners with the loss of privileges which do not now exist, and I again, therefore, pray your Lordship to exert yourself to secure the justice demanded.

As another proof of the need for careful attention to British interests, I would call your Lordship's attention to the fact that "Inclosure 3" shows that even foreign ships, when bound to England, are charged "34 copecks per last loaded for address and clearing-

money," while the same vessels only pay "19 copecks per last address-money" if going "to any port except an English one." According to Lord Napier's own reasoning, the British consumer pays this difference over and beyond what any foreign consumer would do.

It is not necessary to trouble your Lordship with further and detailed reference to minor matters, and I therefore leave the case in your hands and in those of the Board of Trade, to which Department I forward a similar communication.

I have, &c.

(Signed) HENRY J. ATKINSON.

No. 2.

Mr. Hammond to the President of the Hull Chamber of Commerce.

Sir, *Foreign Office, July 2, 1864.*

I AM directed by Earl Russell to acknowledge the receipt of the Memorial dated the 29th ultimo, and signed by you as Chairman, observing on the statements contained in Lord Napier's despatch of the 7th of April, of which a copy was communicated to you on the 20th ultimo, respecting the dues levied on British shipping by the Russia Company, and I am to acquaint you that the subject will be considered by his Lordship, in communication with the Lords of the Committee of Privy Council for Trade.

I am, &c.

(Signed) E. HAMMOND.

Further Correspondence respecting Dues Levied by the Russia Company.

Presented to the House of Commons, by Command of Her Majesty, in pursuance of their Address of July 5, 1864.

LONDON:
PRINTED BY HARRISON AND SONS.

SALMON FISHERIES (SCOTLAND).

RETURN to an Address of the Honourable The House of Commons, dated 26 June 1863;—*for*,

A "NOMINAL RETURN of every SALMON FISHERY in *Scotland*, and the VALUATION of each, and the Mode of CAPTURE practised at each such FISHERY."

(*Sir Hervey Bruce.*)

Ordered, by The House of Commons, *to be Printed*,
19 *February* 1864.

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND.

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery.	Mode of Capture practised at each such Fishery.	REMARKS.
				£. s. d.		
ABERDEEN -	St. Nicholas - - -	River Dee and Sea -	Raik and Stell - - -	60 – –	Net and coble in river, and stake and bag net in sea.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	125 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	30 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	75 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	20 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	20 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	20 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	75 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	27 10 –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	20 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	7 10 –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	80 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	30 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	7 10 –	- - ditto.	
	Ditto - - -	- - ditto - - -	- ditto - - - -	15 – –	- - ditto.	
	Old Machar - - -	River Don and Sea -	Nether Don and Sea - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	125 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	30 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	75 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	60 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	75 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	27 10 –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	20 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	7 10 –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	80 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	Valuation -	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	30 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	15 – –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	7 10 –	- - ditto.	
	Ditto - - -	- - ditto - - -	- - ditto - - - -	116 5 –	- - ditto.	

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RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery. £. s. d.	Mode of Capture practised at each such Fishery.	REMARKS.
ABERDEEN—*cont^d* -	Old Machar - - -	River Dee - - -	Midchingle fishings - -	11 5 –	Net and coble.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	Pot and Ford fishings - -	75 – –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	3 15 –	- ditto.	
	Ditto - - -	- ditto - - -	Midchingle fishings - -	33 15 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	33 15 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	Pot and Ford fishings - -	75 – –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	11 5 –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	3 15 –	- ditto.	
	Banchory Devenick -	- ditto - - -	Pitfodels fishings - - -	100 – –	- ditto.	
	Ditto - - -	- ditto - - -	Murkle fishings. - - -	7 – –	- ditto.	
	Ditto - - -	- ditto - - -	Budge of Dee fishings - -	11 – –	- ditto.	
	Ditto - - -	- ditto - - -	- - ditto - - - -	68 – –	Nets.	
	Belhelvie - - -	Coast - - - -	Eggie fishings - - -	24 – –	Stake nets.	
	Ditto - - -	ditto - - - -	Blairton fishings - - -	11 – –	- ditto.	
	Ditto. - - -	ditto - - - -	Wester Hatton fishings -	75 – –	- ditto.	
	Ditto - - -	ditto - - - -	Mennie fishings - - -	40 – –	- ditto.	
	Ditto - - -	ditto - - - -	Millden fishings - - -	40 – –	- ditto.	
	Cruden - - - -	ditto - - - -	Bay of Cruden fishings -	104 – –	- ditto.	
	Ditto - - -	ditto - - - -	Longhaven fishings - -	21 – –	- ditto.	
	Turiff - - - -	River Deveron - -	Muiresk fishings - - -	10 – –	Rod - - - -	Has been enrolled on frontage, with a right of salmon fishing.
	Crathie and Braemar -	River Dee - - -	Abergeldie fishings - -	5 – –	ditto - - - -	- - ditto.
	Ditto - - -	- ditto - - -	Balmoral fishings - - -	20 – –	ditto.	
	Ditto - - -	- ditto - - -	Invercauld fishings - -	25 – –	ditto.	
	Ditto - - -	- ditto - - -	Auchendryne fishings - -	10 – –	ditto - - - -	Enrolled on frontage, with a right of salmon fishing.
	Ditto - - -	- ditto - - -	Marr Lodge fishings - -	10 – –	ditto - - - -	- - ditto.

Glenbucket	River Don	Lodge fishings	-	ditto	These fishings are entered in the valuation roll in cumulo, with shootings, and their value cannot be stated separatim.
Glass	River Deveron	Aswanley fishings	5 – –	- - - - -	- - ditto.
Ditto	- ditto	Burnside fishings	-	- - - - -	- - ditto.
Foveran	Coast	New Tyle fishings	7 – –	Stake nets.	
Ditto	ditto	Foveran fishings	25 – –	- ditto.	
King Edward	River Deveron	Moncoffer fishings	50 – –	- ditto.	
Kintore	River Don	Thainstone fishings	10 – –	Rod	Enrolled in frontage, with a right of salmon fishings.
Keig	- ditto	Castle Forbes fishings	-	ditto	The same as above; but enrolled in frontage, with a right of salmon fishing.
Kemnay	- ditto	Kemnay fishings	-	ditto	- - ditto.
Glenmuick, &c.	River Dee	Invercauld fishings	-	ditto	- - ditto.
Ditto	- ditto	- - - - - -	-	ditto	- - ditto.
Ditto	- ditto	- - - - - -	-	ditto	- - ditto.
Ditto	- ditto	- - - - - -	-	ditto	The fishings are entered in the valuation roll in cumulo, with shootings, and no separate value can be stated; but enrolled in frontage.
Ditto	- ditto	- - - - - -	-	ditto	
Ditto	- ditto	- - - - - -	-	ditto	
Peterculter	- ditto	Drum fishings	5 – –	ditto.	
Ditto	- ditto	Culter fishings	25 – –	Net and coble.	
Ditto	- ditto	Murtle fishings	5 – –	- ditto.	
Old Machar	Coast	Parkhead fishings	50 – –	Stake nets.	
Ditto	ditto	Murcar fishings	85 – –	- ditto.	
Slams	ditto	Lewesk fishings	-	- - - - -	These fishings are entered in the valuation roll in cumulo, with mussel fishings, and no separate value can be stated.
Peterhead	ditto	Boddom fishings	10 – –	Stake nets.	
Kincardine O'Neill	River Dee	Kincardine fishings	10 – –	Rod.	
Ditto	- ditto	- - ditto	10 – –	ditto.	
Drumoak	- ditto	Drum fishings	10 – –	ditto.	
Ditto	- ditto	- - ditto	4 – –	ditto.	
Ditto	- ditto	Park fishings	5 – –	ditto.	
Alford	River Don	Breda fishings	20 – –	ditto.	
Aboyne	River Dee	Aboyne fishings	100 – –	ditto.	

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Frontage, with a Right of Salmon Fishing.	Mode of Capture practised at each such Fishery.	Names of Persons or Proprietors
					The following persons have claimed "On Frontage to the River, with a Right of Salmon Fishing," and been entered on the rolls of Upper Proprietors of Salmon Fisheries, under the provisions of the 18th section of the Salmon Fisheries (Scotland) Act, 1862. No information as to the value of these fisheries has been obtained.	
ABERDEEN—*contd*	Dyce	River Don	Dyce fishings	Enrolled on frontage, with a right of fishing.	Rod	J. G. C. Skene, of Petlurg.
	Kinnellar	ditto	Kinaldy fishings	ditto	ditto	George Milne, of Kinaldie.
	Kintore	ditto	Thainstone fishings	ditto	ditto	D. F. Mitchell, of Thainstone.
	Inverury	ditto	Manor fishings	ditto	ditto	James Gordon, of Manor.
	Chapel of Garioch	ditto	Fetternear fishings	ditto	ditto	Colonel C. Leslie, of Balquhain.
	Kemnay	ditto	Kemnay fishings	ditto	ditto	A. G. Burnett, of Kemnay.
	Monymusk	ditto	Monymusk fishings	ditto	ditto	Sir A. Grant, of Monymusk, Bart.
	Ditto	ditto	Tillyfour fishings	ditto	ditto	Sir A. Grant, of Monymusk, Bart.
	Tough	ditto	Castle Forbes fishings	ditto	ditto	Right Hon. Walter Lord Forbes.
	Alford	ditto	Haughton fishings	ditto	ditto	R. T. O. Farquharson, of Haughton.
	Tullynestle and Forbes	ditto	Brux fishings	ditto	ditto	Hon. C. M. H. Forbes, of Brux.
	Kildrummy	ditto	Kildrummy fishings	ditto	ditto	John J. Gordon, of Wardhouse.
	Towie	ditto	Glenkindy fishings	ditto	ditto	A. Leith, of Freefield and Glenkinty.
	Strathdon	ditto	Neive fishings	ditto	ditto	Sir C. Forbes, of New.
	Ditto	ditto	Candacraig fishings	ditto	ditto	A. Anderson, of Candacraig.
	Ditto	ditto	Inverernon fishings	ditto	ditto	Colonel John Forbes, of Inverernon.
	Drumoak	River Dee	Drum fishings	ditto	ditto	A. T. Irvine, of Drum.
	Ditto	ditto	Park fishings	ditto	ditto	A. J. Kinloch, of Park.
	Birse	ditto	Ballogie fishings	ditto	ditto	James Dyce Nicol, of Ballogie.
	Glenmuick, &c.	ditto	Invercauld & Morraltrie fishings	ditto	ditto	Colonel J. Ross, of Invercauld.
	Crathie and Braemar	ditto	Abergeldie fishings	ditto	ditto	Robert Gordon, of Abergeldie.
	Kincardine O'Neil	ditto	Kincardine fishings	ditto	ditto	A. Simpson, jun., and J. D. Milne, Advocates, Trustees of the deceased F. Gordon, Esq.
	Huntly	River Deveron	Huntly fishings	ditto	ditto	Duke of Richmond.
	Turriff	ditto	Muresk fishings	ditto	ditto	R. S. F. Spottiswoode, of Muiresk.
	King Edward	ditto	Craigstone fishings	ditto	ditto	W. P. Urquhart.
	ditto	ditto	Eden fishings	ditto	ditto	M. E. Grant Duff, of Eden.
	Turriff	ditto	Leuthers fishings	ditto	ditto	A. Stewart, of Leuthers.
	Old Deer, Longside and St. Fergus.	River Ugie	Pitfour fishings	ditto	ditto	Admiral Ferguson, of Petfour.
	Longside	ditto	Caringall fishings	ditto	ditto	W. Hutchison, of Cairngall.
	Ellow	River Ythan	Ellow fishings	ditto	ditto	A. Gordon, of Ellow.
	Ditto	ditto	Turnerhall fishings	ditto	ditto	John Turner, of Sturnerhall.
	Ditto	ditto	Esslemont fishings	ditto	ditto	C. N. Gordon, of Esslemont.
	Fyvie	ditto	Fyvie fishings	ditto	ditto	W. C. Gordon, of Fyvie.
	Old Machar	ditto	Seaton fishings	ditto	ditto	J. Gordon Hay, of Seaton.
	Fintray	River Don	Fintray fishings	ditto	ditto	Sir W. Forbes, of Fintray.

Return relative to Salmon Fisheries in Scotland—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery. £. s. d.	Mode of Capture practised at each such Fishery.	REMARKS.
ARGYLL	Kilmartin	Loch Crinan	Crinan fishery	24 10 –	Bag nets.	
	Strachur	South-east coast of Argyll, flowing into the Frith of Clyde.	Loch Eck fishery	4 – –	Drag nets.	
	Kilmodan	-	Glendarvel fishery	10 – –	No information received.	
	Kilfinan	-	Auchenlochan fishery	5 – –	- - ditto.	
	Dunoon and Kilmun	South-east coast of Argyll, flowing into the Frith of Clyde.	Menzies fishery	35 – –	Rod.	
	Ditto	-	Loch Eckaig fishery	5 – –	Drag net.	
	Campbeltown	-	Ardnaeross fishery	5 – –	No information received.	
	Saddell and Skipness	-	Carradale fishery	30 – –	- - ditto.	
	Ardchattan and Muckairn	Loch Etive	Ardchattan fishery	10 – –	Still net.	
	Ditto	- ditto	Arve fishery	100 – –	Bag net.	
	Glenorchy and Innishail	-	Inisbruprich fishery	25 – –	No information received.	
	Ditto	River Arve	Lochnell fishery	70 – –	Rod.	
	Kilmore and Kilbride	-	Dunach fishery	5 – –	No information received.	
	Ditto	-	Dunbeg fishery	35 – –	- - ditto.	
	Ditto	-	Gallanach fishery	20 – –	- - ditto.	
	Ditto	-	Kinpoch fishery	5 – –	- - ditto.	
	Lismore and Appin	-	Tartan Cottage fishery	100 – –	- - ditto.	
	Ditto	-	Cuil fishery	21 – –	- - ditto.	
	Kilninian and Kilmore	-	Glengorm fishery	5 – –	- - ditto.	
	Ditto	-	Glenforsa fishery	25 – –	- - ditto.	
	Pennygown and Torosay	-	Lochbuy fishery	20 – –	- - ditto.	
	Ditto	-	Possil fishery	5 – –	- - ditto.	
	Ardnamurchan	-	Ardnamurchan fishery	320 – –	- - ditto.	
	Kilmallie	-	Ardgour fishery	50 – –	- - ditto.	
	Lismore	-	Kingerloch fishery	40 – –	- - ditto.	
AYR	Ballantrae	River Stincher, Ayrshire Coast	Salmon fishings of Ballantrae	160 – –	Net, and coble, and bag nets.	
	Colmonell	Ayrshire Coast	Corseclays	14 – –	Bag nets,	
	Ditto	- - ditto	Carelton salmon fishings	40 10 9	- ditto.	
	Ditto	- - ditto	Fishings on Meikle Benan shore	12 – –	- ditto.	
	Ditto	- - ditto	Fishings on Duhorn shore	4 – –	- ditto.	
	Girvan	River Girvan, Ayrshire Coast	Glendounie	13 – –	- ditto.	
	Ditto	- - ditto	Salmon fishings at Girvan	25 – –	- ditto.	
	Ditto	- - ditto	Salmon fishings of Girvan Mains	70 – –	- ditto.	
	Ditto	Ayrshire Coast	Salmon fishings of Chapeldonan	4 – –	- ditto.	
	Kirkoswald	- - ditto	Turnberry fishings	25 – –	- ditto.	
	Maybole	- - ditto	Coast fishings of Dunnee	10 – –	- ditto.	

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery. £. s. d.	Mode of Capture practised at each such Fishery.	REMARKS.
AYR—*continued*	Maybole	River Doon	No name	27 – –	Draught net and rod	This includes rent of shootings.
	Ditto	- ditto	- ditto	20 – –	Rod.	
	Ditto	River Doon, Ayrshire Coast	Fishings at Doonmouth	101 7 1	Stake and bag nets.	
	Ayr	River Ayr, Ayrshire Coast	No name	42 10 –	- - ditto.	
	Ditto	River Doon	- ditto	202 14 1	- - ditto.	
	Monkton	Ayrshire Coast	- ditto	42 10 –	- - ditto.	
	Dundonald	- - ditto	Blackrock	25 – –	Bag nets.	
	Ditto	- - ditto	No name	10 10 –	- ditto.	
	Stevenston	- - ditto	- ditto	105 – –	- ditto.	
	Ditto	- - ditto	- ditto	10 – –	- ditto.	
	Ardrossan	- - ditto	- ditto	10 – –	- ditto.	
	West Kilbride	- - ditto	- ditto	7 19 –	- ditto.	
BANFF	Gamerie	Sea fishings in district of Doveron.	Cullen and Troup	284 19 –	Bag net.	
	Banff	Fishings in Sea and River Doveron.	Doveron fishings	830 – –	Bag net, and net coble, and cruives.	
	Boyndie	Fishings in Sea in district of Doveron.	Boyndie and Boyn	170 – –	Bag net.	
	Alva	River fishings in Doveron	Eden and Dunlugas	25 – –	Net and coble.	
	Rothiemay	- - ditto	Rothiemay	2 – –	Net and coble, and creel.	
	Glass	- - ditto	Lesmurdie	30 – –	- - ditto.	
	Fordyce	Sea fishings in district of Spey	Cullen and Straline	175 – –	Bag net.	
	Ruthven	- - ditto	Letterfourie Cullen	212 – –	- ditto.	
	Bellie	Sea fishings in district of Spey and in River Spey.	Spey	1,057 – –	Bag net, and net, and coble and cruives.	
	Boharm	River fishings in Spey	Boat of Bridge	60 – –	Net and coble.	
	Aberlour	- - ditto	Aberlour and Carron	115 – –	- ditto.	
	Inveraron	- - ditto	Ballindalloch	3 – –	- ditto.	
	Rothes	- - ditto	Arndilly	10 – –	- ditto.	
	St. Fergus	Sea fishings in River Ugie	Ugie	90 – –	Bag net, and net and coble.	
BERWICK	Mertoun	River Tweed	Gladswood	20 – –	Wear shot net, and rod and line.	
	Ditto	- ditto	Bemersyde	37 10 –	- - ditto.	
	Ditto	- ditto	Dryburgh (Mrs. B. Erskines)	50 – –	- - ditto.	
	Ditto	- ditto	Dryburgh (Capt. Riddell)	50 – –	- - ditto.	
	Ditto	- ditto	Mertoun	80 – –	- - ditto.	
	Eccles	- ditto	Bingham Dubbs	130 – –	- - ditto.	
	Coldstream	- ditto	Lees Haugh	100 – –	- - ditto.	
	Ditto	- ditto	The Crow	20 – –	- - ditto.	
	Ditto	- ditto	Lennel fishery	46 – –	- - ditto.	

	Ditto	ditto	Tweed Mill and Little Haugh	37 – –		ditto.
	Ladykirk	ditto	Damford	5 – –		ditto.
	Ditto	ditto	Scotch Bendibus and Westford	50 – –		ditto.
	Ditto	ditto	Blunt	18 – –		ditto.
	Ditto	ditto	Holywell	42 – –		ditto.
	Hutton	ditto	Hornwell and Scotch New Water.	264 – –		ditto.
	Ditto	ditto	Finchey	33 – –		ditto.
	Mordington	Sea coast, *ex adverso* of the lands of Lamberton.	Lamberton Shiels	60 – –		Bag nets.
	Ayton	Sea coast, *ex adverso* of the lands of Greystonelees and Ferneyside.	Burnmouth	25 – –		ditto.
	Eyemouth and Coldingham	Sea coast, *ex adverso* of the lands of Billie.		5 – –		ditto.
	Coldingham	Sea coast, *ex adverso* of the lands of Hallydown.	Hallydown	3 – –		ditto.
BUTE			nil.			
CAITHNESS	Latheron	River and coast	Berriedale	200 – –		Rod on river, and net and coble on coast.
	Ditto	ditto	Dunbeath	60 – –		Rod on river, and bag net on coast.
	Wick	Coast	Wick Bay	50 – –		Bag net.
	Ditto	ditto	Keiss	5 15 –		Bag net and fly net.
	Camsbay	ditto	Freswick	7 – –		Bag net.
	Dunnet	ditto	Dunnet	60 – –		ditto.
	Olrig	ditto	Castlehill and Murkle	55 – –		ditto.
	Thurso and Halkirk	River and coast	Thurso River	400 – –		Rod, and net, and coble on river, net and coble on coast.
	Thurso	Coast	Scrabster	15 – –		Bag net.
	Ditto	ditto	Nolburn Head	120 – –		ditto.
	Ditto	River and coast	Crosskirk			Rod on river, bag net on coast.
	Reay	Coast	Sandside	23 – –		Bag net.
CLACKMANNAN	Alloa	River Forth	Tullibody fishings	30 – –		From a yare.
	Ditto	ditto	Alloa fishings	15 – –		ditto.
	Logie	ditto	Powis fishings	10 – –		Net and coble.
	Ditto	ditto	West Grange fishings	60 – –		ditto.
	Ditto	ditto	Black Grange fishings	46 – –		ditto.
	Ditto	ditto	Town of Stirling fishings	40 – –		ditto.
	Alloa	ditto	West Cambus fishings	19 10 –		From a yare, and net, and coble.
CROMARTY	Cromarty	Cromarty Firth and Moray Firth.	Cromarty Estate	35 – –		Stake net.
	Resolis	Cromarty Firth	Newhall Estate	30 – –		ditto.

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery. £.	s.	d.	Mode of Capture practised at each such Fishery.	REMARKS.
DUMBARTON	Roseneath	River Clyde	Not known	10	–	–	Bag net.	
	Cardross	- ditto	Clyde	10	–	–	Net and coble.	
	Dumbarton	- ditto	- ditto	10	–	–	- - ditto.	
	Dumbarton, Cardross, and Bonhill.	Leven	Leven	90	–	–	Rod.	
	Arrochar	Lochlong	Arrochar	6	–	–	Net and coble	Let with Arrochar Hotel. Fishing valued at 6*l.*
DUMFRIES	Annan	Solway Firth	Burgh of Annan	140	–	–	Stake net.	
	Ditto	River Annan	No name	10	–	–	Net and coble, and rod and line.	
	Ditto	Solway Firth	Part of Newbie fishings	153	6	8	Stake net.	
	Ditto	River Annan	No name	15	–	–	Net and coble.	
	Cummertrees	Solway Firth	Part of Newbie fishings	121	13	4	Stake net.	
	Dornock	- ditto	Dornock fishings	46	–	–	- ditto.	
	Ditto	- ditto	No name	40	–	–	- ditto.	
	Dumfries	River Nith	Dumfries fishings	35	–	–	Net and coble.	
	Gretna	Solway Firth	No name	100	–	–	Stake net.	
	Kirkmahoe	River Nith	- ditto	3	–	–	Net and coble.	
EDINBURGH	Inveresk	Forth	- ditto	1	1	–	- - ditto.	
ELGIN	Abernethy	River Spey	Fishings of Dorbeck	250	–	–	Rod	Cumulo rent of shootings and fishings.
	Alves	Sea coast district of River Findhorn.	Bessieburn	6	–	–	Bag and fly nets.	
	Ditto	- - ditto	- ditto	4	–	–	- - ditto.	
	Bellie	River Spey	Ordequich	690	–	–	Cruive, sweep net, and coble.	
	Cromdale	- ditto	Glentulchan	150	–	–	Rod	Cumulo rent of shootings ahd fishings.
	Drimie	Sea coast district of River Findhorn.	Part of fishings at Cavesea	10	–	–	Bag nets.	
	Ditto	- - ditto	- - ditto	10	–	–	- ditto.	
	Ditto	Sea coast district of River Lossie.	Salmon fishings on Pilgaveny	50	–	–	- ditto.	
	Duffus	Sea coast district of River Findhorn.	Part of fishings at Cavesea	5	–	–	Stake and bag nets.	
	Ditto	- - ditto	Salmon fishing at Burghead	85	–	–	Bag nets.	
	Ditto	- - ditto	Salmon fishing at Hopeman	15	–	–	Stake and bag nets.	
	Ditto	- - ditto	Salmon fishing at Burghead	85	–	–	Rod.	
	Duthil	River Spey	Aviemore fishings	100	–	–	- ditto	Cumulo rent of shootings and fishings.
	Ditto	- ditto	Carr Bridge fishings	350	–	–	- - ditto.	
	Dyke and Moy	River Findhorn and sea coast	Findhorn	224	15	–	Net and coble, and bag and stake nets.	

	Ditto	- - ditto	Part of Shillahead and Findhorn River fishings.	190 – –	- - ditto.	
	Ditto	- - ditto	- - ditto	82 16 –	- - ditto.	
	Ditto	- - ditto	- - ditto	47 6 –	- - ditto.	
	Edinkillie	River Findhorn	Salmon fishings at Sluie	75 – –	Net and coble and rod.	
	Forres	- - ditto	Part of river fishings	30 – –	Net and coble.	
	Ditto	- - ditto	- - ditto	23 13 –	- - ditto.	
	Ditto	- - ditto	- - ditto	8 14 –	- - ditto.	
	Ditto	- - ditto	- - ditto	5 – –	- - ditto.	
	Kinlop	Sea coast district of River Findhorn.	Salmon fishings at Findhorn	200 – –	Fly and bag nets.	
	Ditto	River Findhorn	Fishings in River Findhorn	226 12 –	Net and coble, and bag and stake nets.	
	Ditto	- - ditto	- - ditto	83 10 –	- - ditto.	
	Ditto	- - ditto	- - ditto	47 14 –	- - ditto.	
	Knockands	River Spey	Wester Elachies	75 – –	Rod	Cumulo rent of fishings and shootings.
	Ditto	- ditto	Part of Rothes fishings	5 – –	ditto.	
	Rothes	- ditto	One-third of Rothes fishings	50 – –	ditto.	
	Ditto	- ditto	Two-thirds of Rothes fishings	95 – –	ditto.	
	Speymouth	- ditto	Proportion of Spey fishings in Speymouth.	2,618 4 –	Cruive, sweep net, and coble.	
	Urquhart	Sea coast district of River Spey.	Proportion of Spey fishings in Urquhart.	755 – –	Draught, still, stake, fly, and bag nets.	
FIFE	Abdie, Denbog and Flisk	River Tay	Powmouth, Jockshole, Lady Dundas, Bank, the Castle, Camcase, Logie Beach, Donvard Scaup, the Den, and Flisk Point.	455 1 6	Sweep net.	
	Newburgh	River Tay	Gutterhole	50 – –	Sweep net and coble.	
	Ferry Port-on-Craig	- ditto	Shanwell and Scots Craig, 100*l.* each.	200 – –	Shanwell, stake and bag nets; Scotscraig, net and coble.	
	Leuchars	- ditto	Tents Moor	207 10 –	Fixed engines and bag nets.	
	Ditto	- ditto	- - ditto	207 10 –	- - ditto.	
	St. Andrews	- ditto	No name	75 – –	Stake nets.	
FORFAR	Dundee	River Tay	No name	72 5 –	Foot and hawl nets.	
	Monifieth and Barry	River Tay and coast	- ditto	365 – –	- - ditto.	
	St. Vigeans	East coast	Hospitalfield	13 – –	Stake and bag nets.	
	Lunan	- ditto	Lunan Bay	85 – –	- - ditto.	
	Ditto	- ditto	Ethie Haven and Lunan Bay	45 – –	Bag nets.	
	Ditto	- ditto	Lunan	90 – –	Stake and bag nets.	
	Brechin	River Southesk	Kinnaird	61 – –	Net and coble.	
	Dun	- ditto	Dun	60 15 –	- - ditto.	
	Craig	Coast	Dysart	34 – –	Bag nets.	
	Ditto	ditto	Usan	60 – –	- ditto.	
	Ditto	ditto	Rossie	400 – –	Stake and bag nets, and net and coble.	

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery.	Mode of Capture practised at each such Fishery.	REMARKS.
				£. s. d.		
FORFAR—*continued.*	Craig	Coast	Dunninald	305 15 7	Stake and bag nets.	
	Montrose	River Northesk	Charlton and Kinnaber	550 – –	Stake and bag nets, and net and coble.	
	Logie Pert	- - ditto	Upper and Lower Gallery	7 – –	Net and coble.	
	Ditto	- - ditto	Kinnandy	86 – –	- ditto.	
	Ditto	- - ditto	Inglismaldie	6 – –	- ditto.	
HADDINGTON	Dunbar	Belhaven	Fishing of West Barns	5 – –	Stake nets.	
	Whitekirk	Tynemouth	Tynemouth	10 – –	Sweep nets.	
INVERNESS	Ardnamurchan	Shore of Loch Morar	Morar fishings	11 – –	Net and coble.	
	Ditto	River Shiel	Shiel fishings	100 – –	Rod.	
	Ditto	- ditto	- ditto	30 – –	Net and coble.	
	Ditto	River Ailort	Inverailort fishings	20 – –	Rod.	
	Ditto	- ditto	- - ditto	100 – –	ditto.	
	Ditto	River Morar	Morar fishings	5 – –	Net and coble.	
	Ditto	Loch Ailort	Roshvein fishings	7 10 –	Rod.	
	Ditto	- ditto	Glennig fishings	9 – –	ditto.	
	Ardersier	Coast of Moray Firth	Earl of Moray's fishings	10 – –	Stake net.	
	Ditto	- - ditto	Hillhead fishings	20 – –	- ditto.	
	Ditto	- - ditto	War Department's fishings	15 – –	- ditto.	
	Boleskine	Shore of Loch Ness and River Oich.	Kylachy fishings	10 – –	Net and coble and rod.	
	Ditto	Shore of Loch Ness	Forers fishings	10 – –	Net and coble.	
	Ditto	- - ditto	Culachy and Inchnacardoch fishings.	10 – –	Net and coble and rod.	
	Glenelg	River Inverie	Inverie fishings	10 – –	Net and coble.	
	Inverness	River Ness	Four Cobles fishings	77 14 –	Net and coble and rod.	
	Ditto	- ditto	Friar's Shot fishings	63 – –	Net and coble.	
	Ditto	- ditto	Stell fishings	39 – –	- ditto.	
	Ditto	- ditto	Castlehill fishings	3 – –	Rod.	
	Ditto	- ditto	Dunain fishings	110 – –	ditto.	
	Ditto	- ditto	Dochfour fishings	10 – –	Net and coble.	
	Ditto	- ditto	Heath Cottage fishings	20 – –	Rod.	
	Ditto	- ditto	Holm fishings	110 – –	ditto.	
	Ditto	- ditto	Aldowrie fishings	30 – –	Net and coble.	
	Ditto	- ditto	Lord Saltoun's fishings	200 – –	Rod.	
	Ditto	- ditto	Carlan fishings	17 10 –	Stake net.	
	Ditto	Coast of Moray Firth	Lochy fishings	100 – –	Rod.	
	Kilmallie	River Lochy	Spean and Roy fishings	460 – –	ditto.	
	Ditto	Rivers Spean and Roy				

	Kilmonivaig	River Garry	Glengarry fishings	150 – –	ditto.
	Kirkhill, Killarlity and Kilmorack.	River Beauly	Beauly fishings	450 – –	Cruives, net, and coble and rod.
	Pelty	Coast of Moray Firth	Alturlie fishings	17 10 –	Stake net.
	Portree	Coast of Rasay	Rasay fishings	25 – –	Stake and bag nets.
	Ditto	Coast of Skye	Portree fishings	40 – –	- - ditto.
	Ditto	- - ditto	Kilmuir fishings	25 – –	Stake and bag nets, and rod.
	Ditto	- - ditto	Tote fishings	35 – –	Stake and bag nets.
	Sinzort	- - ditto	Sinzort fishings	20 – –	- - ditto.
	Strath	- - ditto	Strath fishings	20 – –	- - ditto.
KINCARDINE	Strachan	River Dee	Blackhall	21 – –	Net and coble.
	Banchory Ternan	- ditto	Tilrohilly	6 – –	- ditto.
	Ditto	- ditto	Arbeadie	7 – –	- ditto.
	Ditto	- ditto	Leys	30 – –	- ditto.
	Ditto	- ditto	Durris	20 – –	- ditto.
	Maryculter	- ditto	Heathcot	22 – –	- ditto.
	Ditto	- ditto	Blairs	15 – –	- ditto.
	Ditto	- ditto	Kingcaussie	10 – –	- ditto.
	Ditto	- ditto	Maryculter	10 – –	- ditto.
	Ditto	- ditto	Altrees	4 – –	- ditto.
	Banchory Devenick	- ditto	Cotbank	15 – –	- ditto.
	Ditto	- ditto	Banchory	11 – –	- ditto.
	Nigg	- ditto	Poldoron, &c.	21 10 –	- ditto.
	Ditto	Dee River and Sea	Pob Ford, &c.	357 – –	- ditto.
	Ditto	Sea	Altens	138 – –	Bag nets.
	Ditto	ditto	Balnagash	70 – –	- ditto.
	Ditto	ditto	Bay of Nig	800 – –	- ditto.
	Ditto	ditto	Cove	260 – –	- ditto.
	Ditto	ditto	North Loirston	120 – –	- ditto.
	Ditto	ditto	South Loirston	30 – –	- ditto.
	Banchory Devenick	ditto	Cairnrobie	75 – –	- ditto.
	Fetteresso	ditto	Cammochmore	150 – –	- ditto.
	Ditto	ditto	Corvie	235 – –	- ditto.
	Ditto	ditto	Jellybands	10 – –	- ditto.
	Ditto	ditto	Monduff	24 – –	- ditto.
	Ditto	ditto	Muchals	67 10 –	- ditto.
	Ditto	ditto	- ditto	22 10 –	- ditto.
	Ditto	ditto	Wry	40 – –	Bag and stake nets.
	Marykirk	River North Esk	Balmarkervan	7 – –	Net and coble.
	Ditto	- - ditto	Hatton	10 – –	- - ditto.
	Ditto	- - ditto	Inglismaldie	43 15 –	- - ditto.
	Ditto	- - ditto	Kirktonhill	5 – –	Rod.
	St. Cyrus	- - ditto	Kinnardie	41 5 –	Net and coble.
	Ditto	- - ditto	Morphie	250 – –	- ditto.
	Ditto	Sea	Commieston	449 11 8	Stake or bag nets.
	Ditto	ditto	Rockhill	325 – –	- - ditto.
	Ditto	ditto	Laneriston	35 – –	- - ditto.
	Ditto	ditto	Kirkside	1,050 – –	- - ditto.

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery. £. s. d.	Mode of Capture practised at each such Fishery.	REMARKS.
KINCARDINE—*cont^d.*	St. Cyrus	River North Esk	Woodside	500 – –	Stake or bag nets.	
	Benholm	- - ditto	Crown	36 – –	- - ditto.	
	Glenbervie	River Bervie	Glenbervie	3 – –	Rod.	
	Arbuthnot	- ditto	Arbuthnot	3 – –	ditto.	
	Ditto	- ditto	Allardice	3 – –	ditto.	
	Bervie	Estuary	Bervie	150 – –	Stake or bag nets.	
	Kinneff	- ditto	Kinneff	40 – –	- - ditto.	
KINROSS	- - - - -	- - - - - -	- - - Nil.			
KIRKCUDBRIGHT	Anrooth	River Fleet	Cardoness	5 – –	Stake nets and draugl t nets.	
	Buittle	River Urr	No name	3 – –	- - ditto.	
	Ditto	- ditto	Almoness	8 – –	- - ditto.	
	Kirkcudbright	River Dee	St. Mary's Isle	160 – –	Yairs and draught nets.	
	Ditto	- ditto	Towns fishings	150 – –	- - ditto.	
	Kirkinabreck	River Cree	Cassencarie	32 – –	Stake nets, yairs and draught nets.	
	Ditto	Wigtown Bay, Coast	Kirkdale	15 – –	Stake nets.	
	Ditto	- - ditto	No name	25 – –	- ditto.	
	Ditto	- - ditto	Barholm	15 – –	- ditto.	
	Ditto	- - ditto	No name	15 – –	- ditto.	
	Minnigaff	River Cree	- ditto	80 – –	- ditto.	
	Rerwick	Coast of Solway Firth	Netherlaw	8 – –	Bag nets.	
	Ditto	- - ditto	Balcary	18 – –	Stake and bag nets.	
	Ditto	- - ditto	Auchencairn	22 15 –	- - ditto.	
	Terregles	River Cairn	No name	5 – –	Draught net.	
	Tongland	River Dee	Tongland	750 – –	Draught and shoulder net.	
	Troqueer	River Nith	Nith	37 10 –	Draught net.	
	Ditto	- ditto	Kirkconnell	30 – –	- ditto.	
	Ditto	- ditto	- ditto	37 10 –	- ditto.	
	Twynholm	River Dee	St. Mary's Isle	160 – –	Yairs and draught nets, and rod and line.	
LANARK	- - - - -	- - - - - -	- - - Nil.			
LINLITHGOW	Abercorn	Firth of Forth	Butlaw fishery	40 – –	Stake nets.	
	Carriden	- - ditto	Blackness fishery	20 – –	- ditto.	
	Dalmeny	- - ditto	Dalmeny fishery	10 – –	- ditto.	
	Ditto	- - ditto	Dundas fishery	105 – –	- ditto.	
	Ditto	- - ditto	Queensferry fishery	41 – –	- ditto.	
	Carriden	- - ditto	Carriden fishery	5 – –	- ditto.	

NAIRN	Nairn and Auldearn	Coast of the Moray Firth and River Nairn.	Nairn salmon fishing in the sea, and River Nairn.	70 – –	Stake and bag nets in the sea, and loose net in the river.	
	Nairn	Moray Firth	Delmes fishings	28 – –	Stake and bag nets.	
	Ditto	River Nairn	Nairn River fishings	– – –	– – – – – –	Included in No. 1.
	Nairn, Cawdor, and Croy	– ditto	Cawdor fishings	not let – –	Loose net and rod and line.	
	Croy	– ditto	Culloden fishings	ditto – –	Rod and line.	
	Nairn and Croy	– ditto	Kilravock fishings	ditto – –	– ditto.	
	Croy	– ditto	Holme fishings	ditto – –	– ditto.	
	Ditto	– ditto	Courtray fishings	ditto – –	– ditto.	
	Ardelach	River Findhorn	Coulmony fishings	– – –	– ditto – – – – –	Let along with shootings.
	Ditto	– ditto	Cawdor fishings	not let – –	– ditto.	
	Ditto	– ditto	Glenferness fishings	ditto – –	– ditto.	
ORKNEY	– – – – – –	– – – – – –	– – – Nil.			
PEEBLES	– – – – – –	– – – – – –	– – – Nil.			
PERTH	Cargill	River	Luin of Campsie	130 – –	Net and coble and rod.	
	Kinclaven	– ditto	Belligmore	100 – –	– ditto.	
	Auchtergaven	– ditto	Stanley	27 – –	– ditto.	
	Kinclaven, Redgorton, &c.	– ditto	Burmouth, Middle*	92 5 –	– ditto	*Each proprietor's fishings are in general let at a cumulo rental for all the stations, and it is therefore impossible to give the valuation of each fishery.
	Ditto	– ditto	Benchil, &c.*		– ditto	
	Scone	– ditto	Pitlochrie	– – –	– ditto.	
	Ditto	– ditto	Colin	105 – –	– ditto.	
	Ditto	– ditto	Rome		– ditto.	
	Ditto	– ditto	Garnagee	– – –	– ditto.	
	Redgorton	– ditto	Nether Benchil	– – –	– ditto.	
	Ditto	– ditto	Hatton	105 – –	– ditto.	
	Ditto	– ditto	Broxie	– – –	– ditto.	
	Perth	River Tay	East Muirton	– – –	Net and coble.	
	Ditto	– ditto	West Muirton	– – –	– ditto.	
	Ditto	– ditto	Stanners	100 – –	– ditto.	
	Ditto	– ditto	Kinnoul Ford	– – –	– ditto.	
	Ditto	– ditto	Barnhill Hole	– – –	– ditto.	
	Ditto	– ditto	Little Weel	– – –	– ditto.	
	Ditto	– ditto	Friarton Hole	– – –	– ditto.	
	Ditto	– ditto	Friarton Lands	305 – –	– ditto.	
	Ditto	– ditto	Willowgate	– – –	– ditto.	
	Ditto	– ditto	Bells Point	– – –	– ditto.	
	Ditto	– ditto	Weel	– – –	– ditto.	
	Ditto	– ditto	Vennels	– – –	– ditto.	
	Rhynd	– ditto	Sleepless	– – –	– ditto.	
	Ditto	– ditto	Gairdum	1,390 – –	– ditto.	
	Ditto	– ditto	Cally		– ditto.	
	Kinfauns	– ditto	Fourth of Ships	– – –	– ditto.	
	Ditto	– ditto	Incherrat, No. 1	– – –	– ditto.	
	Ditto	– ditto	Incherrat, No. 2	– – –	– ditto.	

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery. £. s. d.	Mode of Capture practised at each such Fishery.	REMARKS.
PERTH—*continued.*	Kinnoull	River Tay	Liniehaugh	- - -	Net and coble.	
	Ditto	- ditto	Fancy	- - -	- ditto.	
	Ditto	- ditto	Blacklug	- - -	- ditto.	
	Ditto	- ditto	Dubstairr	- - -	- ditto.	
	Ditto	- ditto	Rebnie	- - -	- ditto.	
	Ditto	- ditto	Hurlecairn	- - -	- ditto.	
	Ditto	- ditto	Glove	- - -	- ditto.	
	Ditto	- ditto	Legman	3,000 - -	- ditto.	
	Ditto	- ditto	Pye Road	- - -	- ditto.	
	Ditto	- ditto	Bowes	- - -	- ditto.	
	Ditto	- ditto	Crookie	- - -	- ditto.	
	Ditto	- ditto	Taupie	- - -	- ditto.	
	Ditto	- ditto	Langlaw	- - -	- ditto.	
	Ditto	- ditto	Venture	- - -	- ditto.	
	Ditto	- ditto	Whiterigs	- - -	- ditto.	
	Rhynd	- ditto	Legman	- - -	- ditto.	
	Ditto	- ditto	Carford	- - -	- ditto.	
	Ditto	- ditto	Sir R. Peel	- - -	- ditto.	
	Ditto	- ditto	Lower Mary and Reform	- - -	- ditto.	
	Ditto	- ditto	Upper Mary	- - -	- ditto.	
	Ditto	- ditto	Balhepburn	- - -	- ditto.	
	Ditto	- ditto	Muirhead	2,285 10 -	- ditto.	
	Ditto	- ditto	Rhynd Sands	- - -	- ditto.	
	Ditto	- ditto	Rhynd Cairn	- - -	- ditto.	
	Ditto	- ditto	Cock	- - -	- ditto.	
	Ditto	- ditto	Girnell	- - -	- ditto.	
	Ditto	- ditto	Earn	- - -	- ditto.	
	Abernethy	Earn	Lady Hole	- - -	- ditto.	
	Kinnoull	River Tay	Hurtle Cairn	- - -	- ditto.	
	Ditto	- ditto	Ford	740 - -	- ditto.	
	Ditto	- ditto	Middle Pow	- - -	- ditto.	
	Ditto	- ditto	Hen	- - -	- ditto.	
	Perth	- ditto	North Inch	- - -	- ditto.	
	Kinnoull	- ditto	Three-quarter Ships	- - -	- ditto.	
	Ditto	- ditto	Dubheads	- - -	- ditto.	
	Ditto	- ditto	Cairnie	1,449 - -	- ditto.	
	Ditto	- ditto	Rashbush	- - -	- ditto.	
	Ditto	- ditto	Chinglehead	- - -	- ditto.	
	Kinfauns	- ditto	Flukey	65 - -	- ditto.	
	Abernethy	- ditto	Carsson	147 - -	- ditto.	
	Errol	- ditto	Errol	525 - -	- ditto.	

	Various parishes	Loch Tay, &c.	Loch Tay, &c.	160 – –	Net and coble, and rod.
	Kinclaven	Tay	Ballathie	90 – –	ditto.
	Caputh	ditto	Delvine	12 – –	ditto.
	Errol	ditto	Murie	14 10 –	Net and coble.
	Kinclaven	ditto	Murthly	5 12 –	Net and coble, and rod.
	Errol	ditto	Seaside	58 10 –	Net and coble.
	Longforgan	ditto	Castlehuntly	107 – –	ditto.
	Aberdalgie	River Earn	Duplin Cruives	unlet	Net and coble, and rod.
	Forgandenny	ditto	Condie	5 – –	ditto.
	Abernethy	River Tay	Mugdrum	104 10 –	Net and coble.
	Forgandenny	River Earn	Freeland	5 – –	Net and coble, and rod.
	Dunbarney	ditto	Dunbarney	unlet	ditto.
	Ditto	ditto	Invernethy	10 – –	ditto.
	Ditto	ditto	Bridge of Earn	23 – –	ditto.
	Ditto	ditto	Kinmouth	6 – –	ditto.
	Abernethy	ditto	Carey Boat	2 – –	Net and coble.
	Blairgowrie	Ejucht	Blairgowrie	unlet	Rod.
	Bendochy	Isla	Coupar Grange	2 – –	ditto.
	Couper Angus	ditto	Keithick	unlet	ditto.
	Fortingall	Lyon	Inverwick	20 – –	Net and coble, and rod.
	Moulin	Tummel	Tummel	90 – –	ditto.
	Kinclaven and Caputh	Tay	Meikleour	64 – –	ditto.
	Callendar	River Teith	Callendar fishings	10 – –	Net and coble.
	Callendar and Kilmadock	ditto	Cambusmore fishings	10 – –	ditto.
	Kilmadock	ditto	Donne Cruives	5 – –	Cruives.
	Ditto	ditto	Blairdrummond fishings	10 – –	Net and coble.
	Culross	River Forth	Blair Castle fishings	30 – –	ditto.
	Ditto	ditto	Balgownie	5 – –	ditto.
	Callendar	River Teith	Leny	unlet	Rod.
	Kilmadock	ditto	Lanrick	ditto	ditto.
	Ditto	ditto	Row	ditto	ditto.
	Ditto	ditto	Donne Lodge	ditto	ditto.
	Balquhidder	Loch Voil	Loch Voil (Monachil fishings)	ditto	ditto.
	Dumblane	Allan	Kilbryde	ditto	ditto.
	Callendar	Loch Katherine	Loch Katherine	ditto	ditto.
	Port	River Forth	Cardross	ditto	ditto.
	Callendar	Loch Vennachar	Loch Vennachar	ditto	ditto.
	Balquhidder	Loch Voil	Loch Voil, Stronvar fishings	ditto	ditto.
	Dumblane	Allan and Firth	Keir fishings	ditto	ditto.
RENFREW	Renfrew and Inchinan	River Clyde	Renfrew salmon fishery	225 – –	Net.
	Inverkip	Firth of Clyde at Landerston Bay.	Ardgowan salmon fishery	not let	Bag net.
ROSS	Stornoway, Uig, Lochs and Barvas.	Lewis Coasts	Lewis salmon fishings	150 – –	Net and coble.
	Stornoway	Gress River	Gress fishings	20 – –	Rod.
	Ditto	Creed River	No name	50 – –	ditto.
	Uig	Armorse	Uig fishings	10 – –	ditto.

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery.	Mode of Capture practised at each such Fishery.	REMARKS.
				£. s. d.		
Ross—*continued*	Uig	Blackwater	Deanston, &c.	50 – –	Rod.	
	Ditto	Grimersta	Grimersta	70 – –	ditto.	
	Lochs	Athline	Athline	20 – –	ditto.	
	Ditto	Laxy	Loval fishings	20 – –	ditto.	
	Barvas	Barvas River	Barvas fishings	10 – –	ditto.	
	Lochalsh	The Luing	Killelan	50 – –	Angling only.	
	Kintail	The Elchaig	ditto	50 – –	ditto.	
	Ditto	The Chroe	Chroe	20 – –	ditto.	
	Glenshiel	River Shiel and shore of the loch.	Glenshiel	25 – –	Rod and line on the river, and net and coble and stake net at the mouth thereof.	
	Lochcarron	River Carron and shores of Attadale.	Lochcarron	50 – –	Rod and net.	
	Lochcarron and Applecross	Coasts of Lochcarron and Kishorn, and Rivers of Kishorn and Baldy, and part of the Coast of Loch Torredon and Loch Shieldaig.	No name	20 – –	ditto.	
	Applecross	River of Applecross, and sea coast of Applecross.	Applecross	20 – –	ditto.	
	Gairloch	Coast of Gairloch and Loch Ewe, and all waters flowing into them.	No name	150 – –	Stake nets, bag nets, and rod and line.	
	Ditto	Coast of Gruinard	Slaggan	5 – –	Fixed nets.	
	Ditto	ditto	Drumchork	5 – –	ditto.	
	Lochbroom	Coast of Fisherfield	Freoch Eilean	15 – –	ditto.	
	Ditto	River Broom and coast	No name	20 – –	Rod and net.	
	Ditto	Bay of Gruinard	Gruinard	250 – –	Bag nets.	
	Contin	Water of Rannoch and Blackwater.	Blackwater	100 – –	Rod.	
	Ditto	Canon	Conon	100 – –	Net and coble, and rod.	
	Fodderty	Blackwater	Blackwater	10 – –	Rod.	
	Lochbroom	River Broom	No name	5 – –	ditto.	
	Ditto	Loch Broom	ditto	20 – –	Not recently fished. There is a right of fishing by yair, part of which is still up.	
	Fodderty	Conon	ditto	400 – –	Net and coble.	
	Contin	ditto	ditto	5 – –	Rod.	
	Ditto	Meig	ditto	5 – –	ditto.	
	Contin, Fodderty, and Urray.	ditto	Strathconan	10 – –	ditto.	

Urray	Conon	Muirton	10 – –	Rod, but once or twice in a season, towards the end, by net.
Ditto	- ditto	Fanah	20 – –	Rod and net.
Dingwall	- ditto	Conon	140 – –	Net and coble.
Ditto	Coast	No name	8 8 –	Net and coble and yair.
Urquhart	River Conon	Logie Wester	20 – –	Rod.
Ditto	River Conon, or estuary thereof	Alcaig, or Ferrintosh	20 – –	Net and coble, and all other modes recognised by law.
Knockbain or Wester. Kilmuir	Beauly Firth	Craigton, &c.	30 – –	Stake, bag, and seine or stell nets, also yairs.
Ditto	North-west side of Moray Firth.	Kilmuir salmon fishings	35 – –	Stake and bag nets.
Avoch	Moray Firth	Castleton	10 – –	Stake net.
Ditto	North shore of Moray Firth	Avoch	8 – –	- ditto.
Rosemarkie	Ross-shire coast	Chanonry	550 – –	Stake and bag nets.
Ditto	Moray Firth	Eathie salmon fishing	18 – –	Bag net.
Ditto	- - ditto	Kincurdy	20 – –	Bag net and fly nets.
Killearn	Cromarty Firth	Ardullie	10 – –	Net and coble.
Ditto	Mouth of Allgrad River, and Cromarty Firth.	Ardroy and Balcory	8 – –	Net and coble and stell fishing.
Alness	Alness River	Alness	5 – –	Rod.
Ditto	Cromarty Firth	Teaninich	120 – –	Stell nets and stake nets.
Rosskeen	- - ditto	Dalmore	20 – –	Stake and bag nets.
Ditto	River Alness	Ardross fishings	10 – –	Angling.
Ditto	Cromarty Firth	Invergordon	20 – –	Stake net and coble.
Nigg	- - ditto	North side Cromarty ferry	5 – –	- ditto.
Fearn	North side, Moray Firth	Balintore	2 – –	Bag net.
Tarbat	- - ditto	Rockfield	2 5 –	- ditto.
Ditto	- - ditto	Geanies	5 – –	- ditto.
Resolis	Cromarty Firth	Newhall	60 – –	Stake net and coble.
Cromarty	- - ditto	Cromarty	30 – –	- ditto.
Kincardine	Carron River	Langwell	50 – –	Angling.
Ditto	- - ditto	Luberoy	50 – –	- ditto.
Ditto	- - ditto	Braelangwell	20 – –	- ditto.
Ditto	- - ditto	Craigs	10 – –	- ditto.
Ditto	- - ditto	Gledfield fishings	20 – –	- ditto.
Ditto	- - ditto	Amatnatna	10 – –	- ditto.
Ditto	- - ditto	Greenyard	10 – –	- ditto.
Ditto	- - ditto	Down	10 – –	- ditto.
Ditto	- - ditto	Ainat	20 – –	- ditto.
Ditto	Kyle, or upper part of Dornoch Firth.	Auchindaus	80 – –	Net and coble.
Ditto	- - ditto	Bonar	250 – –	- ditto.
Ditto	- - ditto	Invercarron	30 – –	- ditto.
Ditto	South bank of the Kyle of Sutherland	Culrain fishings	80 – –	Draught net and stell net.
Tain	Dornoch Firth	Tain	not let – –	Bag net.
Tarbert	Portmahomack, or Tarbert Bay	Portmahomack	20 – –	- ditto.
Urquhart	Cromarty Firth	Findon fishings	8 – –	Net and coble.

RETURN RELATIVE TO SALMON FISHERIES IN SCOTLAND—*continued.*

COUNTY.	Parish in which Fishery situated.	River or Coast on which Fishery situated.	Name of Fishery.	Valuation of each such Fishery.	Mode of Capture practised at each such Fishery.	REMARKS.
				£. s. d.		
ROXBURGH	Melrose	River Tweed	Pavilion fishery	50 – –	Rod and net.	
	Ditto	ditto	Drygrange fishery	30 – –	ditto.	
	Ditto	ditto	Ravenswood fishery	not known	ditto	Valuation included in rent of house and offices.
	Ditto	ditto	Sunnyside fishery	7 – –	ditto.	
	Galashiels	ditto	Gald fishery	7 10 –	ditto.	
	Maxton	ditto	Rutherford fishery	75 – –	ditto.	
	Ditto	ditto	Craigour fishery	50 – –	ditto.	
	Ditto	ditto	Maxton fishery	32 10 –	ditto.	
	St. Boswell's	ditto	Thornilaw fishery	30 – –	ditto.	
	Ditto	ditto	Holmes fishery	not known	ditto	Valuation included in rent of shootings.
	Ditto	ditto	Maxton fishery	ditto	ditto	ditto.
	Ditto	ditto	Dryburgh fishery	30 – –	ditto.	
	Kelso	ditto	Floors fishery	100 – –	ditto.	
	Crailing	River Teviot	Mounteviot fishery	10 – –	ditto.	
	Roxburgh	ditto	Roxburgh fishery	10 – –	ditto.	
	Sproutston	River Tweed	Sprouston fishery	not known	ditto	Valuation added to rent of boat-house, &c.
	Ednam	ditto	Edenmouth fishery	ditto	ditto	ditto.
	Makerston	ditto	Stodrig fishery	10 – –	ditto.	
	Ditto	ditto	Makerston fishery	165 – –	ditto	Including rent of cottage.
	Eckford	River Teviot	Ormiston fishery	3 – –	ditto.	
SELKIRK	Galashiels	River Tweed	Boldside fishings	15 – –	Rod and line.	
	Ditto	ditto	Fairmelee fishings	20 – –	ditto.	
	Stow	ditto	Torwoodlee fishings	10 – –	ditto.	
STIRLING	St. Ninian's	River Forth	Craigforth	260 – –	Cruive, and net and coble.	
	St. Ninian's, Lecropt, Logie and Stirling.	ditto	Town of Stirling fishings	840 – –	Net and coble.	
	Ditto	ditto	First Minister of Stirling's fishings.	75 – –	ditto.	
	St. Ninian's and Logie	ditto	Queenshaugh	46 – –	ditto.	
	St. Ninian's	ditto	Borrowmeadow	81 – –	ditto.	
	Ditto	ditto	Longrack and Taylorton	200 – –	ditto.	
	Ditto	ditto	Polmaise and Bandeath	71 15 –	ditto.	
	Ditto	ditto	Fallen	8 – –	ditto.	

SUTHERLAND -	Creich - - - -	Kyle of Sutherland - -	Shin fishings - - - -	450 – –	Net and coble and rod.	
	Ditto - - - -	- ditto - - - -	Bonar fishings - - -	100 – –	Net and coble.	
	Durness - - -	River Hope, north coast of Sutherland.	Hope fishings - - -	81 5 –	- ditto.	
	Tongue - - - -	River Borgie, north coast of Sutherland.	Borgie fishings - - -	100 5 –	- ditto.	
	Farr - - - -	River Naver, north coast of Sutherland.	Naver fishings - - -	200 5 –	- ditto.	
	Ditto - - - -	River Strathy, north coast of Sutherland.	Strathy fishings - - -			
	Reay - - - -	River Halladale, north coast of Sutherland.	Halladale fishings - - -	100 5 –	- ditto.	
	Assynt - - - -	River Inver, north coast of Sutherland.	Inver fishings - - -	65 – –	Rod and line.	
	Ditto - - - -	River Kirkaig, north coast of Sutherland.	Kirkaig fishings - - -	30 – –	- ditto.	
	Eddrachillis - - -	River Laxford - - -	Laxford fishings - - -	100 – –	- ditto.	
	Ditto - - - -	River Inchard - - -	Inchard fishings - - -	not let.	—	
	Durness - - - -	River Dunard - - -	Dunard fishings - - -	30 – –	Rod and line.	
	Golspie - - - -	River Fleet - - -	No name - - - -	not known -	Angling is the only mode of fishing practised in these three rivers.	
	Clyne - - - -	River Brora - - -	- ditto - - - -	- ditto -		
	Kildonan - - -	River Helmsdale - -	- ditto - - - -	- ditto -		
WIGTOWN - -	Sorbie and Kirkinner -	Wigtown Bay or Estuary -	Innerwell - - - -	320 – –	Stake nets.	
	Renninghame - - -	River Cree - - -	Cree - - - - -	60 – –	Net and coble.	
	Ditto - - - -	River Cree (within tideway)	Grange of Cree - - -	10 – –	Net and coble and stake nets.	
	Wigtown and Kirkinner -	Bladnoch - - - -	Bladnock - - - -	25 – –	Rod and line.	
	Old Luce - - -	Luce Bay - - - -	Gillespie - - - -	10 – –	Bag nets.	
	Kirkmaiden - - -	- ditto - - - -	Chapelrossan - - - -	20 – –	- ditto.	
	Old Luce - - -	- ditto - - - -	Luce - - - - -	150 – –	Stake nets.	
	Whithorn - - -	Wigtown Bay - - -	Port Yerrock - - - -	20 – –	Bag nets.	
	Ditto - - - -	- ditto - - - -	Sheddock - - - -	5 – –	- ditto.	
	Wigtown and Penninghame.	Bladnoch - - - -	Bladnock - - - -	20 – –	Rod and line.	
ZETLAND - -	- - - - -	- - - - - -	- - - nil.	—		

Crown Office, Edinburgh,
10 February 1864.

And. Murray, Junr.

SALMON FISHERIES (SCOTLAND).

NOMINAL RETURN of every SALMON FISHERY in *Scotland*, and the VALUATION of each, and the Mode of CAPTURE practised at each such FISHERY.

(*Sir Hervey Bruce.*)

Ordered, by The House of Commons, *to be Printed,*
19 *February* 1864.

Under 3 *oz.*

SALTPETRE, &c.

RETURN to an Order of the Honourable The House of Commons, dated 24 June 1864;—*for*,

N ACCOUNT "of the Quantities of SALTPETRE Imported into, and Exported from, the UNITED KINGDOM, in the Years 1860—1863 inclusive, and 1864, to the present time, distinguishing the Countries from which the Saltpetre was Imported:"

And, similar RETURN with respect to CUBIC NITRE."

	Quantities Imported into the United Kingdom.				
	1860.	1861.	1862.	1863.	1864, to 31 May.
petre - - Imported from	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Hanover	- -	- -	- -	- -	4,350
Hamburg	- -	1	2	3,979	3,533
Holland	- -	380	- -	2,959	2,827
France	- -	1,214	4,478	2,280	1,800
Egypt	3,828	—	—	—	—
British India, Bombay	321,883	69,090	47,990	28,838	7,876
„ „ Madras		5,656	9,923	5,590	480
„ „ Bengal and Pegu		236,890	350,223	361,039	118,509
Other Countries	3,495	572	632	80	121
TOTAL - - - *Cwts.*	329,206	313,803	443,248	404,765	139,496
ic Nitre - Imported from	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Hamburg	2,020	3,365	2,361	1,415	3
France	- -	- -	- -	11,215	5,211
United States of America	19,172	21,430	—	—	—
Peru	662,140	447,677	733,867	513,820	288,114
Chili	62,075	40,288	58,090	13,108	10,864
Other Countries	152	100	- -	- -	62
TOTAL - - - *Cwts.*	745,559	512,860	794,318	539,558	304,254

	Quantities Exported from the United Kingdom.				
	1860.	1861.	1862.	1863.	1864, to 31 May.
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
petre, Refined and Unrefined	76,259	58,055	131,183	74,779	41,406
ic Nitre	69,441	47,434	74,712	79,594	41,030

Office of the Inspector General of Imports and Exports, Custom House, London, 28 June 1864.

John A. Messenger.

ACCOUNT of the Quantities of SALTPETRE Imported into and Exported from the UNITED KINGDOM, in the Years 1860—1863 inclusive, and 1864, to the present time, distinguishing the Countries from which the Saltpetre was Imported; and, similar RETURN with respect to CUBIC NITRE.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*,
30 *June* 1864.

SPIRITS.

RETURN to an Order of the Honourable The House of Commons, dated 23 February 1864;—*for*,

RETURN "of the Quantities of HOME-MADE SPIRITS entered for Consumption in the UNITED KINGDOM, and the RATES and Amount of DUTY thereon, in each Quarter and in each Year ending the 31st day of March 3860, 1861, 1862, 1863, and (so far as the same can be estimated) 1864:"

"Similar RETURN for FOREIGN and COLONIAL SPIRITS, for WINES, and for MALT:"

"And, RETURN showing, under one Head, the Total Amount of NET REVENUE, after deducting all Drawbacks and Allowances on SPIRITS Methylated and Exported, from SPIRITS, WINES, and MALT respectively, in each of these Five Years, with the Increase or Decrease in each of the last Four Years compared with the First Year ended the 31st day of March 1860."

INLAND REVENUE DEPARTMENT.

RETURN of the QUANTITIES of HOME-MADE SPIRITS entered for Consumption in the UNITED KINGDOM, and the RATES and Amount of DUTY thereon, in each Quarter and in each Year ending the 31st day of March 1860, 1861, 1862, 1863, and (so far as the same can be estimated) 1864.

QUARTERS AND YEARS.	Gallons of Home-made Spirits on which Duty was Paid for Consumption.	Rates of Duty per Gallon.	AMOUNT OF DUTY.	
			Quarters.	Years.
		s. d.	£.	£.
Quarter ended 30 June - 1859	5,838,290	8 –	2,335,316	
„ 30 September „	5,699,051	8 –	2,279,620	
„ 31 December „	6,924,770	8 –	2,769,908	
„ 31 March - 1860	6,523,081	8 – / 8 1	2,615,910	
Year ended 31 March 1860 - -	24,945,192	- -	- -	10,000,754
Quarter ended 30 June - 1860	5,158,018	8 1	2,084,702	
„ 30 September „	4,883,195	8 1 / 10 –	2,347,656	
„ 31 December „	5,309,090	10 –	2,654,538	
„ 31 March - 1861	4,797,536	10 –	2,398,739	
Year ended 31 March 1861 - -	20,147,839	- -	- -	9,485,635
Quarter ended 30 June - 1861	4,602,318	10 –	2,301,162	
„ 30 September „	4,916,040	10 –	2,458,022	
„ 31 December „	5,729,265	10 –	2,864,634	
„ 31 March - 1862	4,698,217	10 –	2,349,109	
Year ended 31 March 1862 - -	19,945,840	- -	- -	9,972,927
Quarter ended 30 June - 1862	4,632,593	10 –	2,316,296	
„ 30 September „	4,808,321	10 –	2,404,162	
„ 31 December „	5,561,119	10 –	2,780,559	
„ 31 March - 1863	4,758,849	10 –	2,379,425	
Year ended 31 March 1863 - -	19,760,882	- -	- -	9,880,442
Quarter ended 30 June - 1863	4,635,063	10 –	2,317,532	
„ 30 September „	4,846,565	10 –	2,423,283	
„ 31 December „	5,709,186	10 –	2,854,593	
Estimated 31 March - 1864	4,900,000	10 –	2,450,000	
Year ended 31 March 1864 - -	20,090,814	- -	- -	10,045,408

RETURN showing, under one Head, the TOTAL AMOUNT of NET REVENUE (after deducting all Drawbacks and Allowances on Spirits Methylated and Exported) from Home-made Spirits in each of these Five Years, with the Increase and Decrease in each of the last Four Years, compared with the First Year ended the 31st day of March 1860.

Year ending 31st March	Net Revenue from Home-made Spirits, after deducting all Drawbacks and Allowances.	Increase, when compared with Year ending 31st March 1860.	Decrease, when compared with Year ending 31st March 1860.
	£.		£.
1860 - - - - -	9,778,960	—	—
1861 - - - - -	9,225,538	- - -	553,422
1862 - - - - -	9,618,291	- - -	160,669
1863 - - - - -	9,399,707	- - -	379,253
1864 (estimated) - - -	9,600,000	- - -	178,960

In the two weeks immediately preceding the Financial Statement in February 1860, duty was paid on British spirits to the amount of 540,000 *l.* over the ordinary consumption, in anticipation of an increase in the rate of duty. The effect of this, at the close of the year ended 31st March 1860, was, that about 320,000 *l.* of spirit duty was included in the amount for that year that would otherwise have appeared in the year ended the 31st March 1861.

The latter return, with the amounts for the years ended 31st March 1860 and 1861, corrected, would be:—

Year ending 31st March	Net Revenue from Home-made Spirits, after deducting all Drawbacks and Allowances.	Increase, when compared with Year ending 31st March 1860.	Decrease, when compared with Year ending 31st March 1860.
	£.	£.	£.
1860 - - - - -	9,458,960	—	—
1861 - - - - -	9,545,538	86,578	—
1862 - - - - -	9,618,291	159,331	—
1863 - - - - -	9,399,707	- - -	59,253
1864 (estimated) - - -	9,600,000	141,040	—

Inland Revenue Office,
1 March 1864.

W. M. Moxon,
Chief Accountant.

CUSTOMS DEPARTMENT.

QUANTITIES of Foreign and Colonial Spirits, viz., Brandy, Geneva, and Rum; of Wines, and of Foreign Malt, entered for Consumption in the United Kingdom, with the Rates and Amount of Duty received thereon, in each Quarter and in each Year ending the 31st day of March 1860, 1861, 1862, 1863, and (so far as the same can be estimated) 1864.

SPIRITS (BRANDY, GENEVA, AND RUM).

	Quantities entered for Home Consumption.		Amount of Customs Duty received thereon.	
	Foreign (Brandy and Geneva).	Colonial (Rum).	Foreign (Brandy and Geneva).	Colonial (Rum).
Quarters ending:	*Gallons.*	*Gallons.*	£.	£.
30 June - 1859 - -	295,885	754,637	221,900	308,192
30 September „ - -	371,690	732,677	278,728	299,207
31 December „ - -	371,718	1,167,204	278,792	476,824
31 March - 1860 - -	363,365	1,103,865	187,532	451,893
Year ending 31 March 1860 - - -	1,402,658	3,758,383	966,952	1,536,116
Quarters ending:				
30 June - 1860 - -	524,201	857,299	222,845	353,663
30 September „ - -	412,361	731,676	207,444	359,782
31 December „ - -	424,620	1,036,631	221,197	527,126
31 March - 1861 - -	391,689	970,124	204,013	493,164
Year ending 31 March 1861 - - -	1,752,871	3,595,730	855,499	1,733,735
Quarters ending:				
30 June - 1861 - -	372,099	731,949	193,762	372,088
30 September „ - -	452,679	692,102	235,778	351,834
31 December „ - -	484,944	1,058,400	252,575	538,469
31 March - 1862 - -	417,545	902,450	217,479	458,763
Year ending 31 March 1862 - - -	1,727,177	3,384,901	899,594	1,721,154
Quarters ending:				
30 June - 1862 - -	398,504	693,448	207,504	352,491
30 September „ - -	454,472	676,854	236,726	344,076
31 December „ - -	524,517	1,047,604	273,203	534,943
31 March - 1863 - -	455,704	907,291	237,307	461,212
Year ending 31 March 1863 - - -	1,833,197	3,325,197	954,740	1,692,722
Quarters ending:				
30 June - 1863 - -	455,264	731,212	237,073	371,714
30 September „ - -	527,864	707,429	274,944	358,979
31 December „ - -	580,520	1,073,824	302,348	545,767
31 March 1864 (partly estimated) - - - -	545,000	1,056,000	284,000	536,000
Year ending 31 March 1864 - - -	2,108,648	3,568,465	1,098,365	1,812,460

RATES OF DUTY CHARGEABLE

On Foreign Spirits (Brandy and Geneva):

	Per Proof Gal. £. s. d.
Until 6 March 1860 - - - -	- 15 -
From 6 March to 16 July 1860 - - -	- 8 6
From 16 July 1860 - - - -	- 10 5

On Colonial Spirits (Rum):

	Of British Possessions.	Foreign.
	Per Proof Gal.	*Per Proof Gal.*
	£. s. d.	£. s. d.
Until 6 March 1860	- 8 2	- 15 -
	Of British Possessions and Foreign Rum Imported from the Place of its Production.	Foreign Rum not Imported from the Place of its Production.
	£. s. d.	£. s. d.
From 6 March to 16 July 1860 - -	- 8 3	- 8 6
From 16 July 1860 -	- 10 2	- 10 5

Customs Department—*continued.*

WINE.

	Quantities entered for Home Consumption.	Amount of Customs Duty received thereon.
	Gallons.	£.
Quarters ending:		
30 June - 1859 - -	1,758,542	480,327
30 September „ - -	1,813,113	493,879
31 December „ - -	1,843,921	504,432
31 March - 1860 - -	1,856,732	350,360
Year ending 31 March 1860 - - -	7,272,308	1,828,998
Quarters ending:		
30 June - 1860 - -	2,237,920	335,158
30 September „ - -	1,933,500	289,377
31 December „ - -	1,330,037	199,210
31 March - 1861 - -	3,421,737	386,759
Year ending 31 March 1861 - - -	8,923,194	1,210,504
Quarters ending:		
30 June - 1861 - -	2,683,841	298,704
30 September „ - -	2,272,210	257,119
31 December „ - -	2,409,383	276,949
31 March - 1862 - -	2,391,271	274,648
Year ending 31 March 1862 - - -	9,756,705	1,107,420
Quarters ending:		
30 June - 1862 - -	2,625,883	290,771
30 September „ - -	2,300,958	266,884
31 December „ - -	2,484,916	291,300
31 March - 1863 - -	2,459,151	289,938
Year ending 31 March 1863 - - -	9,870,908	1,138,893
Quarters ending:		
30 June - 1863 - -	2,666,180	303,826
30 September „ - -	2,470,041	287,091
31 December „ - -	2,883,029	333,907
31 March 1864 (partly estimated) - - -	2,645,000	308,000
Year ending 31 March 1864 - - -	10,664,250	1,232,824

RATES OF DUTY CHARGEABLE, PER GALLON.

	WINE	
	Of British Possessions.	Foreign.
	s. d.	*s. d.*
Until 28 February 1860 - - - - - -	2 $10\frac{13}{20}$	5 $9\frac{3}{10}$
From 28 February to 31 December 1860 - -	2 $10\frac{13}{20}$	3 -

	Wine, of whatsoever Growth and whencesoever Imported.				
	Containing less Proof Spirit than				Imported in Bottles and containing less Proof Spirit than 40 Degrees.
	18 Degrees.	26 Degrees.	40 Degrees.	45 Degrees.	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
From 1 January 1861 to 4 April 1862 -	1 -	1 9	2 5	2 11	2 5

	Containing less Proof Spirit than		Additional for every Degree of Strength beyond 41 Degrees.	Imported in Bottles and containing less Proof Spirit than 42 Degrees.
	26 Degrees.	42 Degrees.		
	s. d.	*s. d.*	*s. d.*	*s. d.*
From 4 April 1862 -	1 -	2 6	- 3	2 6

FOREIGN MALT.

	Quantities entered for Home Consumption.	Amount of Customs Duty received thereon.	Rate of Duty Chargeable.
	Qrs.	£.	
Until 28 August 1860, Importation prohibited - - - - - -	—	—	From 28 August 1860, 1*l.* 5*s.* per Quarter.
From 28 August 1860 to 31 March 1862 -	Nil	Nil	
Quarters ending:			
30 June - 1862 - - - -	9	12	
30 September „ - - - -	12	15	
31 December „ - - - -	2	2	
31 March - 1863 - - - -	—	—	
Year ending 31 March 1863 -	23	29	
Year ending 31 March 1864 -	Nil	Nil	

CUSTOMS DEPARTMENT—*continued.*

TAL AMOUNT of NET REVENUE, after deducting all DRAWBACKS and ALLOWANCES on SPIRITS Methylated and Exported, from SPIRITS, WINES, and FOREIGN MALT respectively, in each Year ending the 31st day of March 1860, 1861, 1862, 1863, and (so far as the same can be estimated) 1864; with the Increase or Decrease in each of the last Four Years compared with the First Year ended the 31st day of March 1860.

	Net Receipt of Customs Duties in the Years ended 31 March				
	1860.	1861.	1862.	1863.	1864. (partly Estimated).
	£.	£.	£.	£.	£.
ts (Foreign and Colonial)	2,523,654	2,623,615	2,649,309	2,703,532	2,977,000
	1,634,287	1,144,794	1,104,476	1,137,305	1,230,000
(Foreign)	Prohibited			29	—
Spirits (Foreign and Colonial), Wine, and Malt conjointly £.	4,157,941	3,768,409	3,753,785	3,840,866	4,207,000

	Increase or Decrease in each of the last Four Years, as compared with the Year ended 31 March 1860.							
	Year ended 31 March 1861.		Year ended 31 March 1862.		Year ended 31 March 1863.		Year ended 31 March 1864 (partly Estimated).	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	£.	£.	£.	£.	£.	£.	£.	£.
ts (Foreign and Colonial)	99,961		125,655		179,878		453,346	—
		489,493		529,811		496,982		404,287
(Foreign)					29	—	—	—
Spirits (Foreign and Colonial), Wine, and Malt conjointly £.		389,532		404,156		317,075	49,059	—

Office of the Inspector General of Imports and Exports, Custom House, London, 11 March 1864.

John A. Messenger.

SPIRITS.

RETURN of the Quantities of HOME-MADE SPIRITS entered for Consumption in the UNITED KINGDOM, and the Rates and Amount of DUTY thereon, in each Quarter, and in each Year ending 31st March 1860, 1861, 1862, 1863, and (so far as the same can be estimated) 1864; similar RETURN for FOREIGN and COLONIAL SPIRITS, for WINES, and for MALT; &c.

(Sir Stafford Northcote.)

Ordered, by The House of Commons, *to be Printed,*
16 *March* 1864.

SPIRITS.

RETURN to an Order of the Honourable The House of Commons, dated 9 February 1864;—*for*,

RETURNS "showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1863:"

"The Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom:"

"The Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms:"

"The Number of Gallons of PROOF BRITISH SPIRITS Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts:"

"The Number of Gallons of PROOF SPIRITS Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, for Exportation to Foreign Parts:"

"The Number of Proof Gallons of SPIRITS in Bonded Stores in each of the Three Kingdoms on the 31st day of December 1863:"

"The Number of Gallons, at Proof Strength, of FOREIGN and COLONIAL SPIRITS, respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of PROOF BRITISH BRANDY Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, in the Year ended the 31st day of December 1863:"

"The Number of Proof Gallons of BRITISH SPIRITS Permitted from Rectifiers' Stocks, in each of the Three Kingdoms, for Exportation to Foreign Parts:"

"And, the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons licensed to sell the same, under the Act 18 & 19 Vict. c. 38, for the Year ended the 31st day of December 1863—(in continuation of Parliamentary Paper No. 97, of Session 1863)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
5 *April* 1864.

RETURN showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons Put into Bond, in the Year ended the 31st day of December 1863.

	Gallons of Proof Spirits Distilled.	Gallons of Proof Spirits Delivered, Duty Paid, from Distillers' Stocks.	Gallons of Proof Spirits Put into Bond.
ENGLAND	7,540,066	3,503,107	3,964,450
SCOTLAND	13,228,547	1,121,150	11,950,852
IRELAND	4,316,623	295,094	3,979,067
UNITED KINGDOM	25,085,236	4,919,351	19,894,369

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom.

	Gallons of Proof Spirits on which Duty was Paid.	Rate per Gallon.	Amount of Duty.
		s. d.	£. *s. d.*
ENGLAND	8,763,467	10 –	4,381,734 8 10¾
SCOTLAND	6,562,854	„ –	3,281,427 12 10½
IRELAND	4,623,342	„ –	2,311,670 19 –
UNITED KINGDOM	19,949,663	– –	9,974,833 – 9¼

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms.

	Gallons of Proof Spirits Consumed.
ENGLAND	10,561,205
SCOTLAND	4,693,950
IRELAND	3,862,937

RETURN of the Number of Gallons of Proof British Spirits Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts.

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM

ENGLAND to SCOTLAND.		ENGLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
12,013	5,858	79,367	4,606

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM

SCOTLAND to ENGLAND.		SCOTLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
2,371,510	1,531,759	901,677	6,973

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM

IRELAND to ENGLAND.		IRELAND to SCOTLAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
398,900	759,855	19,496	10,585

RETURN of the Number of Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, for Exportation to Foreign Parts.

	Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses for Exportation to Foreign Parts.
ENGLAND - - - - - - - -	1,061,609
SCOTLAND - - - - - - - -	2,494,608
IRELAND - - - - - - - -	133,748

RETURN of the Number of Proof Gallons of Spirits in Bonded Stores in each of the Three Kingdoms, on the 31st day of December 1863.

	Gallons of Proof British Spirits in Bonded Stores on the 31st December 1863.
ENGLAND - - - - - - - -	520,354
SCOTLAND - - - - - - - -	3,402,606
IRELAND - - - - - - - -	5,172,630

RETURN of the Number of Gallons at Proof Strength of Foreign and Colonial Spirits, respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, in the Year ended the 31st day of December 1863.

	Gallons of Proof Spirits received into Rectifiers' Stocks for Rectification.		Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks.
	Foreign.	Colonial.	
ENGLAND	21,732	26,625	661,157
SCOTLAND	15,019	1,133	34,746
IRELAND			10,453

RETURN of the Number of Proof Gallons of British Spirits Permitted from Rectifiers' Stocks in each of the Three Kingdoms, for Exportation to Foreign Parts.

	Proof Gallons of British Spirits Permitted from Rectifiers' Stocks for Exportation.
ENGLAND	315,074
SCOTLAND	251,450
IRELAND	107

RETURN of the Total Number of Gallons of Methylic Alcohol Sold by the Excise, and the Total Number of Gallons of Methylated Spirits sent out by Persons licensed to sell the same, under the Act 18 & 19 Vic. c. 38, for the Year ended the 31st day of December 1863.

TOTAL NUMBER OF GALLONS OF	
Methylic Alcohol Sold by the Excise.	Methylated Spirits sent out by Persons licensed to sell the same, under 18 & 19 Vic. c. 38.
55,368	607,114

Inland Revenue Office,
29 March 1864.

W. M. Moxon,
Chief Accountant for Excise.

SPIRITS.

RETURNS showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom, the Gallons delivered, Duty paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended 31 December 1863; the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was paid in each of the Three Kingdoms, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom; &c.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
5 *April* 1864.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 11 March 1864;—*for*,

A RETURN "showing, in a Tabular Form, the Quantities of SPIRITS and WINE in Gallons, of SUGAR in Hundredweights, of TEA and TOBACCO in Pounds, and of MALT in Quarters, taken for HOME CONSUMPTION in *Great Britain*, for the Years 1838, 1839, 1840, and for the Years 1858, 1859, and 1860 respectively:"

"And, Similar RETURN for *Ireland*."

YEARS.	QUANTITIES retained for HOME CONSUMPTION in GREAT BRITAIN.										
	SPIRITS.			WINE.	SUGAR.			TEA.	TOBACCO.	MALT.	
	Foreign and Colonial.	Home-made.	TOTAL.		Unrefined.	Refined and Candy.	TOTAL.			Foreign.	British or Irish.
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Cwt.*	*Cwt.*	*Cwt.*	*Lbs.*	*Lbs.*	*Qrs.*	*Qrs.*
1838 -	4,330,284	14,190,201	18,520,485	6,202,021	3,691,606	6	3,691,612	28,454,682	18,234,301	Prohibited -	4,780,390
1839 -	3,992,616	14,375,134	18,367,750	6,257,906	3,494,087	3	3,494,090	30,927,669	17,767,401	Ditto -	4,773,298
1840 -	3,617,556	14,458,286	18,075,842	5,927,097	3,260,597	4	3,260,601	28,038,016	17,520,826	Ditto -	5,131,343
1858 -	4,447,934	16,810,470	21,258,404	5,703,898	8,141,495	218,707	8,360,202	62,847,405	28,237,923	Prohibited until 28 Aug. 1860	5,279,094
1859 -	4,784,378	17,340,410	22,124,788	6,183,049	8,411,660	201,943	8,613,603	65,483,243	28,707,505		5,597,694
1860 -	5,348,897	16,068,314	21,417,211	6,143,301	8,297,493	221,719	8,519,212	65,871,400	29,173,295	Nil - -	4,903,133
	QUANTITIES retained for HOME CONSUMPTION in IRELAND.										
1838 -	37,940	12,296,342	12,334,282	788,250	329,634	- -	329,634	3,896,911	5,105,435	Prohibited -	282,805
1839 -	32,800	10,815,709	10,848,509	742,580	336,303	- -	336,303	4,199,618	5,202,764	Ditto -	218,069
1840 -	26,853	7,401,051	7,427,904	626,825	333,810	- -	333,810	4,214,612	5,355,815	Ditto -	175,764
1858 -	134,379	6,402,142	6,536,521	564,787	348,761	37,533	386,294	10,348,280	5,690,707	Prohibited until 28 Aug. 1860	359,127
1859 -	148,270	6,538,278	6,686,548	592,943	230,260	40,436	270,696	10,820,418	5,931,647		370,591
1860 -	173,025	5,335,774	5,508,799	575,284	209,389	43,395	252,784	10,944,994	6,054,599	Nil - -	316,010

Note.—The particulars above exhibited in regard to the Consumption of Home-made Spirits and Malt are extracted from a Statement furnished by the Chief Accountant of Excise.

Office of the Inspector General of Imports and Exports,
Custom House, London,
5 April 1864.

John A. Messenger.

SPIRITS, WINE, SUGAR, &c.

RETURN, showing the Quantities of SPIRITS and WINE in Gallons, of SUGAR in Hundredweights, of TEA and TOBACCO in Pounds, and of MALT in Quarters, taken for HOME CONSUMPTION in *Great Britain*, for the Years 1838, 1839, 1840, and for the Years 1858, 1859 and 1860 respectively; and, similar RETURN for *Ireland*.

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*,
8 *April* 1864.

STANDARD WEIGHTS AND MEASURES.

RETURN to an Order of the Honourable The House of Commons, dated 11 March 1864;—*for*,

COPIES "of a LETTER from the Comptroller General of the Exchequer to the Treasury, dated the 3d day of June 1863, transmitting a REPORT on the EXCHEQUER STANDARDS of WEIGHT and MEASURE, dated the 27th day of April 1863, by Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; together with a Copy of this REPORT:"

'And, of a MEMORANDUM by the Astronomer Royal, dated the 24th day of April 1862, containing NOTES for the COMMITTEE on WEIGHTS and MEASURES, 1862."

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
11 *March* 1864.

CONTENTS.

LETTER from the Comptroller General of the Exchequer to the Lords of the Treasury - - - - - p. 3

REPORT on the Exchequer Standards of Weight and Measure:

Page

List of ancient standards deposited at the Exchequer - - - 4
Ancient weights; moneyers' pound; merchants' pound - - 5
Troy weight; avoirdupois weight - - - - - - - 6
Importance and sacred character of standards in ancient times - 6
Original standards of English weights and measures - - - 8
Statutes for determining standards - - - - - - - 8
Queen Elizabeth's standards; authorised by Royal authority; how constructed - - - - - - - - - - - 8
Wine gallon, 1707; coal bushel, 1730 - - - - - - 9
Reports of Lord Carysfort's Committee, 1758; Resolutions of Committee; agreed to by House of Commons; Bill brought in, but not proceeded with - - - - - - - - - - 10
Comparison of ancient Exchequer standards; their deterioration - 11
Construction of new standard yard, 1758 - - - - - - 12
Pound troy recommended as standard unit of weight - - - 12
Experiments for discovering genuine weight of troy pound - - 12
Construction of new standard troy pound - - - - - - 12
Deposit of these standards with the Clerk of the House of Commons 13
Committee of 1790 - - - - - - - - - - - - 13
Standard weights for coins kept at the Mint, 14 Geo. 3, c. 92, (anno 1774) - - - - - - - - - - - 13
Report of Select Committee, 1814 - - - - - - - 14
First Report of Royal Commission, 1819 - - - - - - 15
Second - ditto - ditto - 1820 - - - - - - 15
Third - ditto - ditto - 1821 - - - - - - 15
Report of Select Committee, 1821 - - - - - - - 15
Act 5 Geo. 4, c. 74, passed in 1824; its enactments - - - 15
Construction of new Exchequer standards, and description by Captain Kater - - - - - - - - - - 17
Verification by Royal Commissioners - - - - - - - 18
Deposit at Exchequer by Treasury authority - - - - - 18
Directions for use - - - - - - - - - - - 18
List of new Exchequer standards - - - - - - - 18
Standards remaining at the Treasury - - - - - - 18
More complete standards of capacity substituted in 1834 - - 19
Lord Ebrington's Committee, 1834, on uniformity of weights and measures - - - - - - - - - - - 19
Act 4 & 5 Will. 4, c. 49, consequently passed; abolished heaped measures of capacity - - - - - - - - - - 19
Lord Ebrington's Committee, 1835, for further inquiry - - 19
Act 5 & 6 Will. 4, c. 63, repealing previous Act, and making other provisions - - - - - - - - - - - - 19
Destruction of original standards, by burning of Houses of Parliament, 1834 - - - - - - - - - - - - 19
Royal Commission for restoration of standards appointed 1838 - 19
Report of Royal Commission, 1841; their recommendations - 19
Restoration of standards by comparison with remaining copies 20
No change of primary units - - - - - - - - 20
Appointment of Committee to superintend restoration of standards - - - - - - - - - - - - - 20
Substitution of avoirdupois pound for troy pound as standard of weight - - - - - - - - - - - 20
Decimal coinage, as introductory to decimal scale of weights and measures - - - - - - - - - - - 20
Immediate enforcement of decimal scale undesirable - - 20
Encouragement by Government of use of decimal scale, and immediate partial adoption - - - - - - - 20
Revision of Exchequer secondary standards; proposed alterations and additions - - - - - - - - - 20
Exchequer standards to be compared and verified every five years - - - - - - - - - - - - 21
Greatest allowance of error in comparisons with Exchequer standards - - - - - - - - - - 21
Re-verification of local standards every five years - - - 21
Construction of colonial standards; periodical re-verifications with itinerant standards - - - - - - - - 21

Page

Further recommendations as to weights and measures in common use - - - - - - - - - - - - - 22
Heads of subjects in Appendix - - - - - - - - - 22
Separate Report of Mr. Bethune - - - - - - - - 22
How far recommendations of Royal Commission carried out - 22
Committee for constructing new standards appointed 1843; their Report, 1854 - - - - - - - - - - - 22
Construction of standard of length; one yard line standard; material; form; how constructed, compared, and verified; five copies made - - - - - - - - - - - - - 22
Construction of standard of weight; one pound avoirdupois; material; form; how compared and verified; four copies made 23
Deposit of standards and copies; legalised by 18 & 19 Vict. c. 72 24
Further recommendations of Committee - - - - - - 24
Adopt the whole of the recommendations of the Royal Commissioners - - - - - - - - - - - 24
Permanent scientific officer to be added to standard department 24
Attention called to unfitness of apartments at Exchequer - 24
Improvements required in length standards - - - - - 24
Antiquated and inaccurate balances at Exchequer - - - 24
Non-verification of Exchequer standards - - - - - 24
Decimal coinage advocated - - - - - - - - 24
Deposit of new Parliamentary standards at Exchequer in 1853; their description - - - - - - - - - - - 24
Report of Committee of House of Lords in 1855 on Bill for legalising standards - - - - - - - - - - - 25
Evidence of Mr. Whitworth and Astronomer Royal - - - 26
Section of Act 18 & 19 Vict. c. 72, authorising additions to Exchequer secondary standards by Orders in Council - - - 26
Detailed Accounts of construction of new standards by the Astronomer Royal and Professor Miller - - - - - - - 26
Other standards of length, &c., and comparing apparatus, furnished to Exchequer in 1857 - - - - - - - - - 29
Expenses of construction of new national standards - - - 29
Act 16 Vict. c. 39, for establishing bullion standards - - - 29
Construction and deposit at Exchequer of bullion standards, 1855 30
New Exchequer balances authorised - - - - - - - 30
State of Exchequer apartments - - - - - - - - 30
New balances furnished, 1855 - - - - - - - - - 31
Removal of Weights and Measures Department to 6, Old Palace Yard - - - - - - - - - - - - - 31
Description of comparing apparatus for measures of length - - 31
Report of Astronomer Royal, 1st February 1859, and Letter of Comptroller General, 9th February 1859 - - - - - 32
Act 22 & 23 Vict. c. 66, establishing gas measuring standards - 33
How carried out - - - - - - - - - - - - 33
Report of Select Committee, 1862; their recommendations, with remarks on, viz. - - - - - - - - - - - 35
Proposed metric system - - - - - - - - 36
Special department of weights and measures - - - 37
Decimal coinage in connexion with decimal scale of weights and measures - - - - - - - - - - - 38
Present establishment of Weights and Measures Department - 39
Exchequer fees for verifying copies of the standards - - - 39
Concluding remarks, viz:—
On re-verification of Exchequer standards - - - - 40
Revision of and addition to existing Exchequer standards - 41
Improved mode of verifying measures of length - - - 43
Definite allowance of error in verifications to be authorised - 44
Appendix 1.—List of Exchequer Standards now in use - - 44
,, 2.—Captain Kater's directions for using the standard weights and measures, 5 Geo. 4, c. 74 - - - 45
,, 3.—Number of standards verified and re-verified since 1825 - - - - - - - - - - 47

NOTES for the Committee on Weights and Measures, 1862, by George Biddell Airy, Astronomer Royal - p. 48

COPIES of a LETTER from the Comptroller General of the Exchequer to the Treasury, dated the 3d day of June 1863, transmitting a REPORT on the EXCHEQUER STANDARDS of WEIGHT and MEASURE, dated the 27th day of April 1863, by Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer; together with a Copy of this REPORT:—And, of a MEMORANDUM by the Astronomer Royal, dated the 24th day of April 1862, containing NOTES for the COMMITTEE on WEIGHTS and MEASURES, 1862.

LETTER from the Comptroller General of the Exchequer to the Lords of the Treasury.

My Lords, Exchequer, 3 June 1863.

I HAVE delayed answering your Lordships' letter of 18th of March last, with four enclosures, until I have been enabled to give more complete information upon the subject to which it relates.

* * * * * *

Your Lordships further request me to furnish you with any information that may be considered desirable respecting the proposed alteration of the laws affecting weights and measures in this country, with reference to the Report of the Committee of the House of Commons of last Session upon this subject.

It has appeared to me that this last request involves the whole subject of the imperial weights and measures, and of the imperial standards, and bearing in mind also that during both the last and present Session of Parliament, questions respecting the condition of the Exchequer Standards have been agitated in the House of Commons, I have thought it right to direct a report to be made to me by the officers of this department, in order that the fullest information may be afforded respecting the laws affecting these standards, and the several proceedings that have taken place in connexion with them.

This report has been drawn up by Mr. Chisholm, my chief clerk, with the assistance of the officers of the Weights and Measures Department, and affords an additional proof of the ability and industry of that public officer, to which I have already had opportunities of calling your Lordships' attention on various occasions. I beg to transmit to your Lordships a copy of this report as the most prudent method of giving effect to the request conveyed to me by your Lordships.

I have added to the other enclosures a copy of a Bill, introduced into the House of Commons during the present Session, on the same subject of weights and measures; but as this Bill has not yet even passed to its second reading, I should reckon it unbecoming on my part to anticipate what may be the intentions of the Legislature on its proposed enactments, or on any other branches of this most important and pressing subject, beyond the former contents of this paper.

I have, &c.
(signed) *Monteagle*,
Comptroller General.

The Lords of the Treasury.

A REPORT to the Comptroller General of the Exchequer, on the EXCHEQUER STANDARDS of WEIGHT and MEASURE, by *H. W. Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer.

My Lord, Exchequer, 27 April 1863.

IN obedience to your Lordship's directions, I beg to lay before you the following report upon the Exchequer Standards of Weights and Measures, in which I have endeavoured to collect together from the several statutes, reports, and other documents, as well as from the records of this department, such information relating to the subject as appeared deserving of mention. I have been aided by Mr. Bowen, the Superintendent of Weights and Measures, and by Mr. Chaney, his assistant, to whose department the subject more immediately belongs.

Before entering upon the subject of the standards now in use, some account may be given of the ancient standards now remaining in deposit at the Exchequer. They are as follows:—

Ancient standards.

An ancient bushel, marked "Henricus Septimus," with a rose.
A - ditto - - - ditto.
An ancient gallon, marked "Henricus Septimus."

A case containing the following troy weights:—
One each of 256, 128, 64, 32, 16, 8, 4, 2, 1, $\frac{1}{2}$, $\frac{1}{4}$ oz., and two of $\frac{1}{8}$ oz., all marked "1588, ER., 30th year of reign."

An iron box containing the following weights, avoirdupois, bell-shaped:—
A 56 lbs., 28 lbs., 14 lbs., marked "1582, Elizabetha Regina," a 7 lbs., 4 lbs., 2 lbs., and 1 lb., marked "1588, ER."

A case containing the following avoirdupois weights, flat:—
One each of 8 lbs., 4 lbs., 2 lbs., 1 lb.; 8, 4, 2, 1, $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, $\frac{1}{16}$ oz., all marked "1588, ER., 30th year of reign."

The following avoirdupois weights, 28 lbs., 14 lbs., 7 lbs., 2 lbs. marked E., with a rose.
A bushel, marked ER., 1601.
A gallon - ditto.
Ditto - ditto.
An iron box containing—
A bushel, marked ER., 1601.
A quart - ditto.
A pint - ditto.
Ditto, marked ER., 1602.
A wine gallon, marked 1707 wine gallon.
An iron case containing a coal bushel, marked 4 Geo. 2.
An octagon yard rod, with divisions of 1, 2, 3, 4, 12, and 18 inches, marked H., supposed to be of the time of Henry VII.

A bed of bell metal, marked E., with a crown, and having the following attached:—
A yard, marked E., with a crown, with divisions of 2 inches (has been mended with a dovetail joint).
An ell (1¼ yards, or 45 inches), marked E., with a crown.

All these standards were formerly in the custody of the Chamberlains of the Exchequer. They were transferred to the custody of the Auditor of the Exchequer, upon the abolition of the office of Chamberlain in 1826, under the operation of Mr. Burke's Act, 23 Geo. 3, c. 82, passed in 1783, and which provided that upon the death or removal of the two Chamberlains of the Exchequer, their duties, including the custody of the standard weights and measures, should be committed to the Auditor of the Exchequer. The custody of the standard weights and measures, and all the duties relating to the standards, were transferred to the Comptroller General of the Exchequer, on 11th October 1834, in pursuance of sect. 7 of the Exchequer Act, 4 & 5 Will. 4, c. 15.

There

There was formerly in the Exchequer a standard of 112 lbs. In 1841, it was stated to be "in the possession of Sir Francis Palgrave, of the Record "Office. How it came there is not known." It is described by Sir F. Palgrave in the introduction to his Kalendars and Inventories of Her Majesty's Exchequer, vol. i., p. cxv. Mr. Eden, Appendix to Report, Anno 1841, p. 66.

There are also the following ancient weights, removed in 1842 from the Pyx Chamber in the Cloister of Westminster Abbey, formerly one of the Treasuries of the receipt of Exchequer. Although they cannot strictly be called standards, they are curious from their antiquity, and appear to deserve mention. They are described in a report to your Lordship, dated 8th August 1842, by Mr. Black, then one of the assistant keepers of the Public Records, as follows:— Ancient weights. Published in the Journal of the Archæological Association, vol. i. p. 131.

1. "An ancient pound weight of brass, bell-shaped, less than the standard "troy weight of the Exchequer by 15 dwts. 9 grs., apparently a moneyer's "pound.

"It appears by Kelly's Cambist (1835, 4to, p. 21), that the moneyer's "pound, which was abolished or disused in 18 Hen. 8 (1527), weighed 5,400 "grains, or less by 360 grains than the troy weight which was substituted for it.

"As this weight is 369 grains less the standard, and consequently differs "only 9 grains from that statement, there can be no doubt that it is a genuine "specimen of the *moneyer's pound*, and perhaps the only one now in existence.

2. "A nest of five weights, being ¼ lb., 2 oz., 1 oz., ½ oz., and ¼ oz., appa- "rently made of latoun or bell metal, whereof the largest weighs 3 oz., 14 "dwts., 8 grs., of the standard troy weight.

"The pound of this weight must have been equal to 7,136 grains, exceeding the present standard avoirdupois pound by 136 grains.

3. "An old nest weight, 17 grains less than the half ounce in No. 2, appa- "rently made of latoun or bell metal.

4. "An ancient box of elegant shape, like an urn, turned in boxwood. Its "side is inscribed with ink in a handwriting of the time of Henry III. or "Edward I., thus '*Grana pro auro.*' It contains only one small circular "weight, of copper, marked with two dots, as if serving for *two grains*, but "it weighs less by almost a quarter of a grain than two grains of the pre- "sent standard."

There are also several small weights, rudely made of lead, of various shapes and sizes, which are more particularly described in Mr. Black's Report.

The moneyer's pound, or the money pound of the Anglo-Saxons, continued to be in use as the tower pound for some centuries after the Conquest. It contained 12 ounces of 450 grains each, or 5,400 grains, being $\frac{1}{16}$ less than the troy pound, and this weight of silver coins was a pound sterling. The mark was $\frac{2}{3}$ of the pound, the Anglo-Saxon shilling was $\frac{1}{4}$ of an ounce, the Anglo-Norman shilling $\frac{1}{20}$ of a pound. The penny was $\frac{1}{20}$ of an ounce or $\frac{1}{240}$ of a pound, both before and after the Conquest. The moneyer's or tower pound was abolished in the 18th year of Henry VIII., by a verdict relating to the coinage, dated 30th October 1527, in the following words: "And whereas, heretofore the merchante paid for coynage of "every Pounde Towre of fyne gold, weighing XI. oz. quarter Troye II *s.* VI *d.* Nowe "it is determined by the Kings Highness & his said Councelle that the foresaid "Pound Towre shall be no more used & occupied, but al maner of golde & "sylver shall be wayed by the Pounde Troye, which maketh XII. oz. Troye, which "exceedeth the Pounde Towre in weight III. quarters of the oz." Ancient moneyer's pound. Appendix to First Report of Royal Commission, 1819.

Until the introduction of the troy weight, which appears to have been first used in this kingdom about the time of Henry IV., although it was not established by statute till the reign of Henry VII., the moneyer's or goldsmith's, or tower weight, by all of which names it was called, consisting of pounds, shillings, and pence, was used for weighing precious metals and medicines. The following examples are taken from many similar entries in Sir F. Palgrave's Kalendars and Inventories of the Exchequer:— Kalendars, &c. of the Exchequer, vol. iii. p. 123.

17 Edward 2, Poot d'or, du pois LXXII.*s.* I.*d.*

31 Edward 3, II. bacynes t̃ LXII. esqueles d'argent, poisantz ꝑ le poise d'orefevre XVIII.*l.* II.*s.* VI.*d.* p. 230.

Kalendars, &c. of the Exchequer, vol. iii. p. 232.

33 Edward 3. Vessel d'argent, la quiele vessel poisoit de poys della to^{r} en tote CIII.*l.* XVIII.*s.* VIII.*d.*

Vol. i. p. 197.

36 Edward 3. Una coupa argenţ deauraţ cū una aqueř ejusd̄, secte ponde LXIIII.*s.* VIII.*d.* ℔ ponde aurifabř.

Ancient merchant's pound.

There was another pound, called the merchant's pound, which contained 25 shillings, or 15 ounces, equal to 6,750 troy grains, and which was used for all other commodities. Both the moneyer's pound and the merchant's pound appear to be referred to in an Act of Edward I., passed in 1302, the one as applicable to the precious metals and medicines, and the other to all other articles. It is enacted in the "*Tractatus de ponderibus et mensuris*," 31 Edward I. "Sciend. quod quelibet "libra de denariis et speciebus, utpote in electuariis, consistit solummodo ex pon- "dere XX.*s.* Libra vero omnium aliarum rerum consistit ex viginti quinque "solidis. Uncia vero in electuariis consistit ex viginti denariis. Et libra continet "XII. uncias."

Neither the merchant's pound nor the moneyer's pound is mentioned in the Act 12 Henry 7., c. 5., passed in 1496, which legalized the troy weight. Practically the merchant's pound was superseded in general use by the avoirdupois pound, although no record remains of the change, in the same way that the moneyer's pound was practically superseded at the Mint by the troy pound in 1527, the 18 Henry 8.

Troy weight. Ency. Brit. Art. Weight.

The troy weight is said to have derived its name from the town of Troyes in France, where a celebrated fair was held. Although not legalized by statute until the reign of Henry VII., it appears to have been generally used at a much earlier date. It is first noticed in the statutes in the 2 Henry 5. stat. 2. c. 4., thus, "that all the goldsmiths of England take for a pound troy of silver gilt but "48*s.* 8*d.* at the most." Sir F. Palgrave mentions the record in the 6 Henry 4. of a jewel of a certain weight "pois de troye;" and from the beginning of the reign of Henry V. all the recorded weights are troy weights.

The statute of 12 Henry 7., by which the troy weight was established by law, confirms the old regulation that the pennyweight should consist of 32 corns of wheat. It does not appear when or by what authority the troy grain, of which 24 went to the pennyweight, was first introduced. It was probably taken from the old French system of silver coinage, in which 24 grains went to the denier, or pennyweight. The troy grain, with its multiples, was amongst the Exchequer standards authorised by Queen Elizabeth in 1588. But it is supposed that the original standards of weight, namely, wheat corns, were, soon after their establishment by law in 1266, represented by metallic grains of the same weight as the troy grains. These were probably used in the operations of the Mint, such as are referred to in the earliest Mint Indenture of the year 1272, where no greater deviation than *one grain*, more or less, from the right weight of a silver penny was allowed. ("Li fors ne pusse peser plus de un grain den droit dener, ne li "plus febles ne pusse peser mains de un grain den droit dener.") The small weight inclosed in an ancient box marked *grana pro auro*, as described by Mr. Black, which was taken from the Pyx Chamber, is in all probability an unique specimen of these ancient metallic grains.

Kelly's Universal Cambist, p. xxi.

See copy of this Indenture, Mint Report, 1849, p. 11.

Avoirdupois weight.

The earliest mention of the term avoirdupois occurs in a charter of 1 Feb. 1303, 31 Edward 1., as applicable to commodities; in which sense it is also used in the statute 27 Edward 3., stat. 2. c. 10., anno. 1353. This statute enacts that there shall be but one weight, measure, and yard throughout the realm, "et que "leins et tut maner' de avoir du pois soient poises par balaunces." The first statute that applies these words to describe a weight is the 24 Henry 8. c. 3 (anno. 1532). The words of this statute are as follows: "Beef, pork, mutton, "and veal shall be sold by weight called *Haver-du-pois*. No person shall take for "a pound of beef or pork above ob. (a halfpenny), nor for a pound of mutton or "veal above ob. q. (three farthings), and less in those countries where they be "sold for less."

Importance and sacred character of standards in ancient times.

From the importance of weights and measures, their adjustments must have been amongst the first regulations of civil society. Standards of weights and measures were generally held sacred by the ancients, and were therefore deposited in the sanctuary of the Jews, the temples of the heathens, and the Churches of the primitive Christians. Ancient standards were generally adjusted by the dimensions of some durable buildings, and thus the base of the largest pyramid in Egypt was applied, being the 500th part of a degree of the meridian, which had

Kelly's Universal Cambist (from Paucton's Metrologie).

had been previously measured for that purpose. Many of the neighbouring countries of Asia and Europe took their measures from the Egyptians; and throughout the Roman Empire uniform standards were established from the archetype kept in the Capitol at Rome.* The

* I am indebted to Professor Miller for bringing to my notice a work by Don Vasquez Queipo, which contains much valuable and curious information upon ancient standard weights and measures. It is entitled "Essai sur les systèmes métriques and monétaires des anciens peuples," and it originated from its author having been employed in 1835 by the Spanish Government in framing a law for reforming the national metric system. Don V. Queipo traces some of our weights with much clearness to an Egyptian origin, and he considers them to have been introduced into this country in the middle ages by the Jews, who then monopolized the commerce of the East.

Essai sur les systèmes métriques & monétaires des anciens peuples, par Don V. Queipo.

In all the primitive systems of weights and measures, the primary unit has been that of linear measure. The unit of capacity was derived from the cube of the unit of linear measure, and this cube filled with water formed the unit of weight.

The primitive systems were three in number, each distinct from each other, though preserving a perfect analogy in their combinations as well as in their bases. They were the Assyrian, the Egyptian, and the Phœnician. All the metric systems of other civilized countries have been based upon these three systems. The Hebrew system was a combination of all three.

In Egypt there appears to have existed the same difficulty in establishing an uniform system of weights and measures as has been experienced in this country. Three distinct systems were in force in Egypt; of the most ancient of these, all that is now known is the Royal or Elphantine Cubit, as it is termed from its discovery by M. Gérard upon the nilometer at Elephanta. This nilometer had been already described by Strabo. The length of this ancient cubit, which was the cubit of the Pharaohs more than 3,500 years ago, is found to be ·527 metre = 20·7484 inches, thus nearly agreeing with the length assigned to it by Sir Isaac Newton, who deduced its length to be ·5235 metre, from the measurement of the sepulchral chamber of the Great Pyramid.

Two other Egyptian systems were deduced from this ancient system.

One was based upon the Olympic foot = ·2625 metre, being nearly half the ancient cubit. This system was adopted by the Persians, the Jews, the Greeks, and the Romans.

The other was established at a later period (about 300 B. C.) by Ptolemy Lagus, who reformed the Egyptian system of weights and measures. It was derived from both the ancient Royal Egyptian and the Olympic systems. The primary unit was the foot. The Royal cubit of this system, or the distance from the point of the elbow to the end of the middle finger, was double the length of the foot. Its length was ·5555 metre = 21·87047 inches. The measure of a cubic foot of water was the unit of capacity, both for grains and liquids. The talent, or the weight of a cubic foot of water, was the unit of weight. The mina or pound was $\frac{1}{60}$ of the talent, and contained 100 drachmas. The shekel or tetradrachm was four drachmas. This Egyptian system was also adopted by the Jews; the cubit of the Talmudists, which was that in common use, being equal to ·555 metre.

Amongst all the nations of antiquity, the system of weights was connected with that of money. Don V. Queipo considers the relative value of gold to silver, as established by Herodotus, being 1 to 13, to be perfectly exact, and that of silver to copper to be as 1 to 120.

The tower pound is thought to have its origin in the mina of the Ptolemies, which was also that of the Rabbis, and weighed 354 grammes; the gramme being equal to 15·434 English grains. There are now in the Louvre two ancient Egyptian standard weights of stone, weighing 352·16 and 176·75 grammes respectively, evidently mina and half-mina weights. The weight of the mina agrees very nearly with the weight of the old tower pound, being 5400 grains or 350 grammes. Under the Roman dominion the Egyptian mina was divided into 12 ounces, each of which consequently weighed 29·5 grammes. There are three specimens of these ounce weights in the Louvre. The karak, used by the Jews in the middle ages, was $\frac{1}{144}$ of this Egyptian ounce, being ·205 grammes, the same as our modern diamond weight. The German ducat of the present day is exactly of the weight of the ancient Egyptian drachma, being 3·50 grammes. There are in the Louvre three old Egyptian weights of bronze, weighing respectively 3·57, 3·56, and 3·62 grammes, evidently drachma weights.

The troy pound, weighing 5760 grains or 373·24 grammes, is derived by Don V. Queipo from the Egyptian system, but through the Arabs. He considers it to be identical with the Arab pound of 375·2 grammes, established in the 9th century by the Caliph Almamoum. This prince reformed the Arab weights and measures, and founded a national system analogous to the ancient Egyptian system. It was based on the michtal, the prototype of weight from the commencement of Islamism, and which took its origin from the sextule, or $\frac{1}{6}$ of the Egyptian Roman ounce. The pound contained 100 michtals.

Don V. Queipo derives the avoirdupois pound from the ancient rotl established by the first system of Almamoum. The ancient rotl of Alexandria weighed 469 grammes, but the ancient rotl of Cairo is estimated to have weighed 447·53 grammes. The rotl or rottolo, now used at Cairo, weighs 453·44 grammes, which agrees very closely with the avoirdupois pound of 453·49 grammes, or 7000 grains.

But the avoirdupois pound is probably derived through the avoirdupois ounce which weighs 28·349 grammes, the weight of the ounce in use in the 7th century. The facility of adjusting weights in the ratio of powers of 2 doubtless led to the construction of a pound of 16 of these ounces, instead of the pound of 12 ounces, in use amongst the Egyptians when under the dominion of Rome.

Don V. Queipo, in referring to the fact of the adoption by the Romans of a duodecimal system of weights and measures, although they used decimal numeration in their arithmetical system, considers the duodecimal system to be exclusively of Roman origin. He mentions and describes the Roman standards discovered at Herculaneum, and now deposited at the museum at Naples. Of these standards, the Roman foot measures ·2962 metre = 11·1616 of our inches. One of these standard feet is divided into 12 inches or thumb-breadths upon one of its sides, and into 16 digits on the opposite side.

Original standards of English weights and measures. Blackstone, vol. i. p. 274. First Report of Royal Commission, 1819.

The original standards of English weights and measures, like those of most other countries, are extremely vague and uncertain. The earliest standard recorded in the history of this country was originally kept at Winchester. Nearly a century before the Conquest, King Edgar is said to have decreed, with the consent of his wites or council, "that the measure of Winchester should be "the standard." By a statute of William the Conqueror it was ordained "that "the measures and weights should be true and stamped in all parts of the "country," as had before been established by law. The standard for long measure is said to have been fixed in 1101 by Henry I., who commanded that the ancient ulna or arm, which answers to the modern yard, should be made of the exact length of his own arm. Under King Richard I., in his Parliament holden at Westminster, A.D. 1197, it was ordained that there should be only one weight and one measure throughout the kingdom. There was a provision for enforcing this ordinance in the great charters of King John and his son. These original standards were called *Pondus Regis* and *Mensura Domini Regis*, and were directed by a variety of subsequent statutes to be kept at the Exchequer, and all weights and measures were to be made conformable thereto.

Blackstone says that, as to the regulation of weights and measures, our ancient law vested the prerogative of fixing the standard in the Crown, as in Normandy it belonged to the Duke. The first standards being originally so fixed by the Crown, their subsequent regulations have been generally made by the King in Parliament.

Determination of standards.

The earliest statutes for the determination of the standards are mentioned in the Appendix to the First Report of the Royal Commission of Weights and Measures in 1819.

"The original magnitude of the measures of England seems to have been "ascertained in a manner not very capable of affording a correct duplicate, in "case that it should be necessary to have recourse to it a second time. In the

Anno 1266, 51 Henry 3. stat. 1. Assiza Panis.

"reign of Henry III., by the consent of the whole realm of England, the measure "of our Lord the King was made, that is to say, that an English penny, called a "sterling, round and without any clipping, shall weigh 32 wheatcorns in the "midst of the ear; and 20 pence do make an ounce, and 12 ounces a pound; and "eight pounds do make a gallon of wine, and eight gallons of wine do make a "London bushel, which is the eighth part of a quarter. This definition is repeated

Anno 1313, 31 Edward 1.

"in the Tractatus de Ponderibus et Mensuris, which stands as a statute of "Edward I." It may be remarked that in this last-mentioned statute the standard pound of 12 ounces is called the London pound ("Duodecim uncie "faciunt Libram London").

"Another standard, still less precise in its magnitude for the immediate deter-

Anno 1324, 17 Edward 2.

"mination of standards, is found in a statute of Edward II. It is ordained that "three barleycorns, round and dry, make an inch, 12 inches a foot, three feet a "yard (ulnam), 5½ yards a perch, and 40 perches in length and four in breadth "an acre. An acre had been more minutely described for the convenience of a "more illiterate age by a statute of the preceding reign, declaring the breadth of

Anno 1305, 33 Edward 1.

"land that constituted it for different lengths, from 10 perches upwards, so as "always to make 160 square perches.

Anno 1496, 12 Henry 7.

"In the reign of Henry VII. a new standard bushel seems to have been "actually determined according to the method prescribed by the statute of "Henry III. It was to contain eight gallons, each of eight pounds troy of wheat, "each of 12 ounces, each of 20 sterlings or pennyweights, each of the weight "of 32 corns of wheat that grew in the middle of the ear, according to the old "laws of the land."

This statute proceeds, "that it pleaseth the King's highness to make a standard "of a bushel and a gallon, after the said assize, to remain in his Treasury for "ever." The standards of all the counties, cities, &c. were to be replaced by the new bushel and gallon, and all other bushels and gallons of brass remaining in the Treasury and in all other places in England were to "be, before the feast of "Christmas next coming, damned and broken upon pain of 20 pounds to be "levied upon every city, &c. that shall keep any other bushel or gallon unbroken "and not damned, of brass, than is ordained to be made by the present Act."

This standard bushel still remains deposited in the Exchequer, and appears to be the oldest standard now in existence in this country.

Standards of Queen Elizabeth.

The Exchequer standards made in the reign of Queen Elizabeth were not authorized by any statute. These standards were ordered by the Royal authority,

as

as appears from a roll of Michaelmas term in the 29th Elizabeth, preserved in the Queen's Remembrancer's Office, and containing the Royal Proclamation. A copy this roll is appended to the First Report of the Committee of the House of Commons upon the original standards of Weights and Measures, appointed in 1758, and it is described in the Report as being to the following effect:—

"In the 16th Elizabeth (anno 1554) complaints had been made to the Treasurer "and Barons of the Exchequer that the weights throughout the kingdom were "uncertain, and that no true or just standards were then extant for sizing of true "weights. Whereupon a jury of nine merchants and goldsmiths of London were "impanelled to size upon their oaths one certain standard, as well of troy weight "as of avoirdupois. Which jury had performed their office, and, by their verdict "in writing established the several poizes of the said standard. But in the 25th "Elizabeth (anno 1583) objection had been made to those standards, as not "agreeable to the ancient one and the laws of the realm. And 11 goldsmiths of "London upon their oath did inquire whether the said standards newly sized were "agreeable to the ancient standard and the laws of the land; who, upon consi- "deration of the matter, and hearing the former jury, gave their verdict that the "said standards and weights newly sized were not agreeable to the ancient "standards and the laws of the realm; but they do now of new size two several "standards, one of troy weight, which doth agree with the true proportion at "Goldsmiths' Hall, which hath been of ancient use, and the other avoirdupois, "which doth agree with the true proportion of one ancient standard of 56 pounds "remaining in the Exchequer, as it seemed since the time of Edward III., to "size all other weights by, and was in use. Queen Elizabeth therefore gave "orders, by the advice of Her Privy Council, that the first verdict, and standards "sized and presented with the same, should be frustrated and of no force, and "the standards should be broken and destroyed; but that the last presentment "and the standards sized and then presented by the jury should continue to be "used, allowed, and accepted as lawful, good, and true; the standards to be laid "up and safely kept in the Court of Exchequer, and like weights and standards "were to be made and sent to the cities and towns mentioned in the statute of "11 Henry 7," &c. The proclamation specifies the weights and measures to be kept as standards at the Exchequer. The list of these standards agrees with those of that date now remaining, with the exception of the following smaller weights specified in the proclamation, of which nothing is now known, viz.:—

1 oz.	=	20 dwts.	
½ „	=	10 „	
¼ „	=	5 „	
⅓ „	=	4 „	
		3 „	
		2 „	
		1 „	= 24 grns.
		½ „	= 12 „
		¼ „	= 6 „
			4 „
			3 „
			2 „
			1 „ 13 pieces in all.

There is also a record in the roll of the delivery, on 18th June 1588, of the standards to the hands of Thomas Pierson, the Usher of the Exchequer.

It may be remarked, that although this authority directs two standards of weight, one troy and the other avoirdupois, no single weight of one pound troy was specified, or appears to have been included amongst the standards made and deposited at the Exchequer by order of Queen Elizabeth. The troy weights consisted of ounce weights only, and their parts and multiples. The pound troy, the unit of weight, like the pound sterling, the unit of value, appears to have been the unit of account only, and not to have existed as an actual standard.

Wine gallon, 1707.

The wine gallon, marked 1707, was constructed in pursuance of the Act 5 Anne, cap. 27. s. 17. In 1700 there was a dispute as to the contents of the wine gallon, and the amount of duty payable thereon, and the matter was tried before the Court of Exchequer. The result of the trial was that a juror was withdrawn, and in 1703 the Attorney-General, Sir E. Northy, having perused all the laws relative

See First Report of Committee, 1758.

to the subject, advised that as the contents of the wine gallon were uncertain, being to be fixed by wheat corns, an application should be made to Parliament to have a standard of a gallon made. These proceedings caused the provision in the Act of 5 Anne whereby the wine gallon in the receipt of the Exchequer was made the wine measure and the standard. It was enacted, "that any round "vessel, commonly called a cylinder, having an even bottom, and being seven inches "diameter throughout and six inches deep from the top of the inside to the bot-"tom, or any vessel containing 231 cubical inches, and no more, shall be deemed "and taken to be a lawful wine gallon."

63 gallons were to constitute a hogshead
126 „ „ „ a butt or pipe.
252 „ „ „ a tun of wine.

This standard wine gallon was examined by the Royal Commissioners in 1819; and found to contain 230·9 cubical inches. It was abolished in 1825 by 5 Geo. 4, c. 74.

The standard gallon of Queen Elizabeth contained 271 cubic inches, the ancient corn gallon 272 cubic inches, and the ale gallon 282 cubic inches. These measures have been all altered to the imperial gallon, which contains 277·274 cubic inches, its capacity being ascertained by a fixed weight of 10 pounds of distilled water contained in it.

The coal bushel, 1730.

The coal bushel, marked 4 Geo. 2., was constructed in pursuance of s. 11 of the Act 12 Anne, stat. 2. c. 17., which enacted that "in accordance with the practice "and usage in the port of London for many years past, the coal bushel shall be "made round, and with a plain and even bottom, and be 19½ inches from out-"side to outside, and to contain one Winchester bushel and one quart of water, "according to the standard for the Winchester bushel, per 13 & 14 Will. 3. c. 5." All sea coals and culm are directed to be "measured by the chalder, containing "36 of such bushels, heaped up, and no other, and so on in proportion for any "greater or less quantity."

Section 12 directs the Treasury to cause an exact bushel of brass to be made accordingly, and kept in Her Majesty's Exchequer as a standard. This standard was received at the Exchequer under the authority of a Treasury Warrant dated 20th August 1730, to which is appended a certificate, signed Edmond Halley, James Hodgson, and I. The Desaguiliers, and dated 13th August 1730, declaring that they "had examined and proved the contents and dimensions of the new-"made coal bushel, and found the same strictly to answer the contents prescribed by the Act of Parliament in that behalf."

This standard coal-bushel was abolished in 1825 by the Act 5 Geo. 4. c. 74., and coal was directed to be measured by the imperial bushel, heaped measure. In 1835, by the Act 5 & 6 Will. 4, c. 63., which abolished the heaped measure, coal was directed to be sold by weight, and not by measure.

First Report of Select Committee, 1758.

All the ancient standards now in the Exchequer are noticed in the First Report of the Committee of the House of Commons appointed in 1758 to inquire into the original standards of weights and measures, of which Committee Lord Carysfort was Chairman. This Report was presented to the House on 26th May 1758, and the resolutions of the Committee were agreed to by the House on 2nd June. In the following Session the Committee was re-appointed, and made a

Second Report of Select Committee, 1759.

second Report on 11th April 1759, when the resolutions of the Committee were also agreed to. A Bill embodying these resolutions was brought in, and was read a first and second time in the next Session of 1760. The Bill was amended in Committee, and printed on 8th May. Parliament, however, was prorogued on 25th May, and the Bill was not further proceeded with.

The resolutions, thus agreed to, are printed at length in the Commons' Journals. Amongst other recommendations the Committee recommended that a new standard yard and a new troy pound, constructed under their directions, should be made the legal standards of length and weight, and that measures of capacity should be ascertained according to the number of cubical inches therein contained.

That these legal standards should be deposited at the Exchequer, to be kept under the seals of specified officers, and models of these standards and of the several weights and measures mentioned in the Report should be made and used for the verification of the secondary local standards.

That the genuine standards should be deposited in the same manner and kept in the same place as the trial pieces for the coin, used on trials of the pyx, are preserved at the Exchequer.

That

That the genuine standards should be only at certain times and before certain officers produced in order to try and rectify the copies made use of to ascertain the weights and measures issued to the subject.

The two Reports of Lord Carysfort's Committee contain much interesting information on the subject of the Exchequer standards. The First Report recites at length the several provisions of the ancient Ordinances and Statutes relating to the standards of weights and measures. It contains a list of the standards then remaining in the receipt of the Exchequer, which list agrees with the list of ancient standards now remaining, as shown in page 4. These standards were compared with each other, under directions of the Committee, by Mr. Harris, the Assay Master of the Mint, on 14th April 1758, and the results of these comparisons are shown in detail in the Report. The results were as follows, and they deserve notice as showing the defects in the standards then in use at the Exchequer, after they had been used for verifying the local standards during a period of 170 years, from 1588 to 1758:—

Comparison of ancient Exchequer standards.

Exchequer Standards compared 14th April 1758.

Troy weights, 13 pieces.

2 of ⅛ oz. One heavier than the other by ½ grain.
1 of ¼ oz. Lighter than the two ⅛ oz. by ½ grain.
½ oz „ three preceding by ½ grain.
1 oz. „ four „ ½ „
2 oz. „ five „ ½ „
4 oz. Agreeing very nearly with the six preceding.
8 oz. „ seven „
16 oz. „ eight „
32 oz. lighter than the nine preceding by 2 grains.
64 oz. agreeing very nearly with the ten preceding.
128 oz. heavier than the eleven preceding by 15 grains.
256 oz. heavier than the twelve preceding by 24 grains.

Avoirdupois weights, flat.

1/16 oz. an exact counterpoise to this was made.
⅛ oz heavier than the two preceding by ¼ grain.
¼ oz. agreeing very nearly with the preceding three.
½ oz. heavier than the preceding four by ¼ grain.
1 oz. heavier than the preceding five by ½ grain.
2 oz. lighter than the preceding six by ½ grain.
4 oz. agreeing very nearly with the preceding seven.
8 oz. agreeing very nearly with the preceding eight.
1 lb. agreeing very nearly with the preceding nine.
2 lb. heavier than the preceding ten by 2 grains.
4 lb. heavier than the preceding eleven by 8 grains.
8 lb. agreeing exactly with the preceding twelve.

Avoirdupois weights, bell shaped.

1 lb. heavier than the flat weight by 3½ grains.
2 lb. lighter than the flat weight by 4 grains.
4 lb. agreeing exactly with the flat weight.
7 lb. lighter than the preceding three weights by 4 grains.
14 lb. lighter than the preceding four weights by 24 grains.
28 lb. lighter than the preceding five weights by 20 grains.
56 lb. agreeing very nearly with the six preceding.

Measures of capacity.

A bushel, time of Henry 7., with a copper rim; holding nearly three pints of water more than the other three bushels.
One bushel without a rim. } These three bushels agree.
One bushel, dated 1601-1091, not used (date of 1601 reversed). } The standard bushel holds less than 8 standard gallons by about ½ pint.
One bushel, dated 1601, used as a standard. }
A coal bushel, marked 4 George 2.
One gallon, temp. Henry 7, contains less than the standard by two spoonfuls.
A gallon, 1601, with two E's and crowns, contains less than the standard by two spoonfuls.
A gallon, 1601, with E and a crown, used as a standard; holds less than four standard quarts by ¼ pint.
One quart, with two E's and a crown, the two pints not quite filling this quart.

Measures of length.

One pint with two E.'s and a crown.		These 2 pints agree.
One pint with E. and a crown, used as a standard.		
One ell, marked E. with a crown;	Very coarsely made, the divisions on them not equal. The rods bent, and very bad standards. Supposed of the time of Henry 7; not used.	
One yard, standards.		
One other yard marked H.		

Construction of New Standards.

Standard yard, 1758.

The Report of the Committee states that in 1742, several members of the Royal Society had been at great pains in taking an exact measure of the standard of length by very curious instruments, prepared by the late ingenious Mr. Graham, and that the Royal Society had a brass rod made pursuant to these experiments. The Committee had two brass rods made, according to a plan of Mr. Harris by Mr. Bird, who was described as one of the best artists in London. These brass rods were 38 or 39 inches long, with two gold studs, on which points were made to ascertain the length of the yard. They were compared with the Royal Society's rod and the Exchequer standards, and found to agree as nearly as possible. The Committee recommended one of these to be by law made the proper standard, and to be marked "Standard Yard, 1758."

Troy pound, 1758.

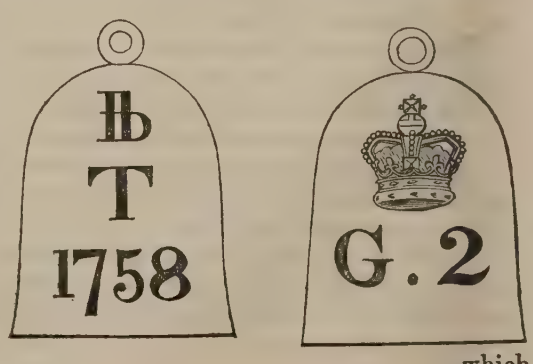
Upon the advice of Mr. Harris, the Committee recommended the pound of a convenient size for the unit of weight, and that the troy pound should be the standard. Mr. Harris's reasons were as follows:—

That it is the weight best known to the law.
That by which our own coins are measured.
That which is best known to the rest of the world.
That to which our learned countrymen have referred, and compared ancient and foreign weights.
The weight which hath been divided into the smallest parts.
That the avoirdupois weight is of doubtful authority.

The Committee in order to discover, as nearly as possible, what was the genuine weight of the troy pound according to the standard, made experiments at the Mint, first upon the weights which were the legal standards of the Exchequer. They used an exact pair of scales belonging to Mr. Harris, and the scales used at the Mint for weighing gold. By comparing the Exchequer standard troy weights with each other, they found the average lightness of 12 ounces, or the pound troy, to be $1\frac{1}{2}$ grain. They then compared the 8 ounce and 4 ounce Exchequer standards with the Mint troy pound and with other Mint 8 ounce and 4 ounce weights, and in order to ascertain the medium difference between those weights and the weights in general use among the public, they also tried the standard weights by which the scale-makers make their weights for sale. The result of the second experiments was to show an average lightness of one grain in the Exchequer standards representing the pound troy. The Committee considered that the medium difference of these experiments, $1\frac{1}{4}$ grain, should be added to the weight of the Exchequer standard weights of 8 and 4 ounces to show the proper weight of the pound troy.

The Committee endeavoured to compare the troy weights with the original standards at Goldsmiths' Hall, from which the Exchequer weights were made in the time of Queen Elizabeth. But they were informed that no such weight was to be found there, the goldsmiths having no weight older than the Exchequer.

The Committee ordered three pound weights to be made in accordance with the result of their experiments. These were made by Mr. Bird and adjusted by Mr. Harris. One of these weights was delivered to the House of Commons, together with the first Report of the Committee, and recommended as the standard of weight. It is represented as being in the annexed form.



It appears from the Commons' Journals that when the Committee was re-appointed in the Session 1758–9, this pattern troy weight, which

which had remained in the custody of the Clerk of the House, was re-delivered to the Committee. The final delivery to the House of these standards was on the 21st May 1760, when Lord Carysfort reported from the Committee, who were appointed on 31st March 1760, to examine, compare, and adjust copies of the standard yard, standard pound, and its multiples, and they delivered the following weights in, examined by Mr. Harris's apparatus: 1 lb. to 32 lbs. troy, two copies of each, and a measure of a yard. It was stated in the Report that, "Upon all "the tryals and comparisons, the several weights and the copy of the standard "yard appeared so exact, that no greater degree of correctness could, in the nature "of the thing, be expected." These weights and measures were locked up by the Clerk of the House, in pursuance of an Order of the House of 22d May 1760.

Commons' Journal, 4 Dec. 1758.

Deposit of standards with Clerk of House of Commons.

It may here be remarked that the *troy standard pound*, two copies of which were thus deposited with the Clerk of the House of Commons, is described as a piece of *fine copper* in the Bill brought in by Lord Craysfort to give effect to the recommendation of the Committee of which he was Chairman. But in the Act 5 Geo. 4., c. 74, this standard pound, then also in the custody of the Clerk of the House of Commons and declared to be the imperial standard troy pound, is described as a *brass weight*. It is now impossible to ascertain the actual metal of which this standard pound was made, it having been destroyed in the burning of the Houses of Parliament in 1834. In the Report of the Commissioners for the Restoration of the Standards, dated 21st December 1841, (pa. 5, 6,) after describing the injured states of the other standards, viz., the two standard yards, and the multiples of the troy pounds from 2 lbs. to 32 lbs., "apparently of brass "or copper," which were recovered from the ruins of the House of Commons, the Commissioners add "the legal standard of one troy pound is missing."

See Report of Standard Committee, 1854, p. 9.

By a special order of the House of Commons of 2d April 1760, a troy standard pound *of fine gold*, equal in weight to the standard pound of 1758, was directed to be prepared under the directions of Lord Carysfort's Committee. In their Report of 21st May, the Committee stated that they had entrusted one copy of the standard pound to Mr. Harris for the purpose of adjusting the pound weight of fine gold ordered to be made, but which Mr. Harris had not been able, from illness, to undertake and prepare. It was therefore necessary to leave this copy of the standard pound in Mr. Harris's custody till the next Session, when the gold pound would be ready to be disposed of in the manner the House should best approve. No further mention, however, of these two standard pounds appears in the Commons' Journals.

After 1760, the subject of weights and measures was not taken up in Parliament until 1790, when a Committee was appointed, but no record remains of their proceedings.

Committee, 1790.

In 1774, an Act was passed by which analogous duties to those performed by the officers of the Exchequer in relation to the standard weights and measures generally, were imposed upon the officers of the Mint, in relation to the weights of the gold and silver coin of the realm. By the Act 14 Geo. 3. c. 92, it was enacted that the officers of the Mint should make weights of a guinea and a shilling according to the standard of the Mint, together with other weights, being parts and multiples of the guinea and shilling weights, and when approved of by His Majesty in Council, these weights were to be reputed and accepted in law to be standard weights of the gold and silver coin of the realm, and to be deposited in the custody of the officers of the Mint.

Standard weights for coin kept at the Mint, 14 Geo. 3. c. 92.

Exact duplicates of these standard weights for coin were directed to be made and delivered to an officer, to be specially appointed under Royal Sign Manual, with an annual salary of 250 *l.*, to be paid out of the coinage duties. Once or oftener in every year this officer was to attend at the Mint with the duplicate standards, with which he was to compare and examine the standard weights for coin. After 31 December 1774 all weights used for coin were to be examined and compared with the duplicate standards by the officer so appointed, who was to stamp them. This duty was to be performed without fee or reward, and without wilful delay. No other weights than those so stamped were to be accepted in law as true or of any effect for determining the weight of the gold or silver coin of the realm.

By an Act of the following Session, 15 Geo. 3. c. 30, the officer so appointed, John Whitehurst, was empowered to receive one penny for every twelve weights so stamped.

Under Section 3 of the Act 57 Geo. 3. c. 67, the salary of 250 *l.* per annum allowed

allowed by the 14 Geo. 3. c. 92. to the officer for stamping the money weights, was abolished upon the termination of the existing interest in that office.

Report of Royal Mint Commission, 1849. Min. of Evid. p. 111.

It appears from evidence given before the Royal Mint Commission in 1848, by James Hill, the stamper of money weights at the Mint, that as the Act of 1774 applies only to weights of gold coin, being a guinea or parts or multiples of a guinea, and as the sovereign is no part or multiple of a guinea, the scalemakers who sell sovereign weights are not compelled to have them verified at the Mint, and that in fact no money weight had been stamped at the Mint in the two previous years.*

Report of Select Committee, 1814.

In 1814 a Committee of the House of Commons was appointed, of which Sir George Clerk was chairman, to inquire into the original standards of weights and measures, and to whom the reports of Lord Carysfort's Committee were referred. The minutes of evidence of three witnesses, Professor Playfair, Dr. Hyde Wollaston, Secretary to the Royal Society, and of Mr. Warner, a maker of weights and measures, are appended to their report. Professor Playfair and Dr. Wollaston both gave their opinions that the best standard of measure was the pendulum vibrating in a given time and place; that the unit of weight should be ascertained from that of a given number of cubic inches of distilled water at a given temperature, and the unit of capacity should be a vessel containing a given weight of distilled water. The Committee recommended, in accordance with the opinion of these witnesses, that the standard of length should be kept invariable by means of the pendulum; the standard of weight by the standard of length; and the standard of capacity by that of weight. They were of opinion that although the troy pound was the only weight established by law, yet the avoirdupois pound was so much more generally known and used that they could not hesitate to recommend it in preference to the troy pound, except for gold and silver and for apothecaries' medicines. The Committee resolved that the length of a pendulum vibrating seconds in the latitude of London had been ascertained to be 39·13047 inches, of which the standard yard contains 36; and they stated that the standard metre which was adopted by the French Government, being the 10,000,000th part of a quadrant of the meridian, had been ascertained to exceed the yard at a temperature of 55° by 3·3828 inches, being thus equal to 39·3828 inches.† Their Report was ordered to be printed 1st July 1814, and a Bill founded upon it was brought in during the following session. The Bill was printed as introduced and as amended on recommitment. It was proposed to enact that the pound avoirdupois should be the only standard of weight, to be equal in weight to 27·648 cubic inches of pure water at 56½ Fahrenheit, and that all measures of weight should be parts or multiples of the avoirdupois pound, thus abolishing the troy weight. The pound was to be divided into 16 ounces—

290/1814.

256 drachms at 16 to the ounce;
768 scruples at 3 to the drachm;
7,680 grains at 10 grains to the scruple.

83/1816.

The Bill was not further proceeded with in that session, and a similar fate attended another Bill in the following session, after it had been printed and amended by the Committee. In

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* Note.—3rd June 1863.

The following Memorandum shows the present practice at the Mint with respect to the verification of money weights:

Memorandum on the Issue from the Mint of Weights for testing the *Current* Weight of Coin.

Blank weights for testing the gold coin current in the United Kingdom, one for the sovereign and another for the half sovereign, continue to be brought by the public to the office of the stamper of money weights in the Mint, to be stamped by him under the provisions of the Act 14 Geo. 3, c. 92.

There is no demand for silver weights, probably in consequence of the silver coins having become tokens and not circulating by weight.

The larger weights of 100, 50, 40, 20, &c. sovereigns, often used by bankers and others, are unofficial, not being verified here.

The number of weights stamped at the Mint was 542, or45 dozen and two in 1861, and 466 or 38 dozen and ten in 1862.

Thomas Graham,
Master of the Mint.

Royal Mint, 2 June 1863.

† The French standard metre is now declared in the Annuary of the Bureau des Longitudes to be equal to 39·37079 inches. This is the length of the metre as given in the philosophical transactions for 1858, expressed in parts of Sir George Shuckburgh's scale. Captain Kater expressed his opinion that this measurement is not erroneous, one ten-thousandth of an inch.

In 1819 a Royal Commission made their first Report upon the subject of weights and measures, dated 24th June 1819, and signed by Sir J. Banks, Sir G. Clerk, D. Gilbert, Dr. Wollaston, Dr. T. Young, and Captain Kater.

First Report of Royal Commission, 1819. 565/1819.

The Commissioners made a second Report dated 13th July 1820, to which the same names are signed, except Sir J. Banks.

Second Report of Royal Commission, 1820. 314/1820.

The opinions and recommendations of the Commissioners respecting the standard of length will be found detailed in these two Reports. They proposed no change in the existing primary standards, and recommended that all the multiples and subdivisions of the standards to be adopted should retain the same relative proportions to each other as those which were then in general use. They considered these to be more convenient for practical purposes than the decimal scale. An index of terms relating to weights and measures, both in their legal and provincial acceptation, is appended to the second Report.

The third Report of the Commissioners, dated 31st March 1821, bears the same signatures as the second Report. The Commissioners state that it has been found by computation that the weight of a cubic inch of distilled water at 62° Fahrenheit is 252·72 grains of the Parliamentary standard pound of 1758, supposing it to be weighed in vacuo. They recommended—

Third Report of Royal Commission, Anno 1821. 3/1821.

1st. That the Parliamentary standard yard made by Bird in 1760 be henceforward considered as the authentic legal standard of the British Empire, and that it be identified by declaring that 39·1393 inches of the standard at the temperature of 62° Fahrenheit have been found equal to the length of a pendulum supposed to vibrate seconds at London on the level of the sea, and in a vacuum.

2d. That the Parliamentary standard pound troy, according to the two pound weight made in 1758, remain unaltered, and that 7,000 troy grains be declared to constitute an avoirdupois pound.

In the session of 1821 a Select Committee of the House of Commons was appointed to consider the several reports relating to weights and measures, and the proceedings for determining the length of the pendulum vibrating seconds. In their Report, dated 28th May 1821, the Committee agree with the recommendation of the Royal Commissioners in their third Report.

Report of Select Committee, 1821. 571/1821.

And they advert to the extraordinary knowledge and ingenuity, and to the indefatigable industry, displayed by Captain Kater, by whom all the experiments had been gratuitously conducted for ascertaining the various standards, &c.

In the session of 1822 a Bill founded on these Reports was introduced into the House of Commons, and was printed as amended in Committee, and again on recommitment.

357/1822. 499/1822.

In 1823 the Bill was again printed as amended by the Committee in that session.

79/1823.

In 1824 the Act 5 Geo. 4. c. 74. was passed, founded on the Reports of the Royal Commissioners. The Bill was brought in 25th February 1824, by Sir G. Clerk and Mr. D. Gilbert, two of the Commissioners, and seems to have passed both Houses without discussion or opposition.

Act 5. Geo. 4. c. 74. Hansard.

By sections 1. and 4. of this Act the only "original and genuine standards" were declared to be—

Its enactments.

1. Standard of Extension.—"The straight line or distance between the centres "of the two points in the gold studs in the straight brass rod now in the custody "of the Clerk of the House of Commons, whereon the words and figures "'Standard Yard, 1760,' are engraved, the brass being at the temperature of 62° "Fahrenheit, to be denominated the 'Imperial Standard Yard.'"

Original standards.

2. Standard of Weight.—"The standard brass weight of one pound troy, made "in the year 1758, now in the custody of the Clerk of the House of Commons, "to be denominated the 'Imperial Standard Troy Pound.'"

All other weights and measures were to be derived from these standards.

From the imperial yard were to be derived:

1st, the lineal measures of length, being parts or multiples of the yard, viz.:

Foot	$= \frac{1}{3}$ of yard.
Inch	$= \frac{1}{12}$ of foot.
Pole or Perch	$= 5\frac{1}{2}$ yards.
Furlong	$= 220$ yards.
Mile	$= 1{,}760$ yards.

Derivative standards.

2d. The superficial measures of length, viz.:—

Rood = 1,210 square yards.
Acre = 4,840 square yards.

From the imperial troy pound were to be derived:—

1. The following parts, viz.:

Ounce Troy = $\frac{1}{12}$ of troy pound.
Pennyweight = $\frac{1}{20}$ of ,, ounce.
Grain = $\frac{1}{24}$ of ,, pennyweight, so that 5,760 grains were = a troy pound.

2. The pound avoirdupois = 7,000 grains troy.

Ounce ,, = $\frac{1}{16}$ of pound avoirdupois.
Drachm ,, = $\frac{1}{16}$ of ounce ,,

3. Standard gallon "containing 10 lbs. avoirdupois weight of distilled water "weighed in air at the temperature of 62° Fahrenheit, the barometer being at 30 "inches," the same being in bulk equal to 277·274 cubic inches. A measure was directed to be made forthwith of brass of such contents as aforesaid, under directions of the Treasury, and declared to be the *Imperial Standard Gallon*, and the *Unit and only Standard Measure of Capacity*, from which all other measures of capacity should be derived.

These measures of capacity, being parts or multiples of the imperial gallon, were declared to be as follows:

1. Measures not heaped:—

Quart = $\frac{1}{4}$ of imperial gallon.
Pint = $\frac{1}{8}$ of ,, ,,
Peck = 2 gallons.
Bushel = 8 ,,
Quarter of corn or other dry goods = 8 bushels.

2. Heaped measures.—The *Standard Measure of Capacity for Heaped Measure* was declared to be the *Imperial Bushel* containing 80 lbs. avoirdupois weight of water as aforesaid, and made round with a plain and even bottom, being 19½ inches round, outside diameter. The heaped cone to be at least 6 inches high. The sack = 3 bushels; chaldron = 12 sacks. This regulation was altered by an Act of the following year, 6 Geo. 4, c. 12, and all heaped measures were directed to be made cylindrical, the diameter to be at least double the depth, and the height of the cone to be equal to $\frac{3}{4}$ of the depth, the outside of the measure being the base of the cone. The heaped measure was abolished in 1835 by s. 7 of 5 & 6 Will. 4. c. 63.

It thus appears that in addition to the *two original standards or units of extension and weight*, viz.:—1. The imperial yard, and 2, the troy pound, *two other derivative standards or units of capacity* were established by the Act 5 Geo. 4, c. 74, viz.:—3, standard gallon of capacity; 4, standard bushel for heaped measures. Sections 3 and 5 of the Act contain provisions for the restoration of the standards, if lost, injured, or destroyed. The standard yard was to be restored by comparison with the length of a pendulum vibrating seconds, and the standard troy pound by comparison with the weight of a cubic inch of water, in accordance with the recommendation of the Commissioners.

By section 2 of the Act, "copies and models of each of the said

"Standard yard,
"Standard pound,
"Standard gallon, and
"Standard for heaped measure,

"and of such parts or multiples thereof respectively," as the Treasury should judge expedient, were directed to be made, and verified under the directions of the Treasury, and deposited at the Exchequer, and copies thereof, verified as aforesaid under the direction of the Treasury, were to be sent to the Lord Mayor of London, to Edinburgh, Dublin, &c.

The

The Act then provides for the making of secondary or local standards for the several counties, cities, &c., and their comparison and verification with the standards at the Exchequer.

By Sections 15 and 19, all contracts and dealings in the United Kingdom are to be ascertained by the standards established by the Act. No weights or measures are to be made except in conformity with the standards, but existing weights and measures may be used, being marked so as to show the proportions they bear to the standards. Tables of equalization are to be made, and published under the authority of the Treasury, showing the proportions between the weights and measures heretofore in use in England, Scotland, and Ireland respectively, and the standards.

And Section 22 recites and repeals former statutes and ordinances relating to weights and measures.

Exchequer Standards now in use.

The Exchequer standards of weights and measures now in use for the verification of the local secondary standards were prepared in pursuance of the Act 5 Geo. 4, c. 74. It may be convenient here to mark the distinction between these *Exchequer standards*, of which there is one for every legal weight and measure to be verified at the Exchequer, and the original *Parliamentary standards* or units, so declared by Parliament, from which the other standards are derived.

Their Construction.

Description by Captain Kater.

At the request of the Lords of the Treasury these Exchequer standards were constructed under the superintendence of Captain Kater. An account of their construction was read before the Royal Society, 24 November 1825, and was published in the Philosophical Transactions of that year.

The standards of weight and capacity were constructed by Mr. Bate. Those of linear measure by Mr. Dolland. Brass being peculiarly liable to decomposition in the atmosphere of London, it was found, after some trials by Mr. Bate, that the best proportions of metals for the standards were—

576 parts of Copper
59 ,, Tin
48 ,, Brass.

This metal was used for the standards of capacity; the standard weights were made of brass. Five copies of the imperial troy pound in the custody of the Clerk of the House of Commons were first made by Mr. Bate, and accurately verified. The pound avoirdupois was next constructed, being derived from the troy pound and some of its aliquot parts. The imperial gallon and imperial bushel were then constructed, and verified by ascertaining that they exactly held the due weight of distilled water at the temperature of 62°. Five copies of each of these standards, and of their necessary parts and multiples, were constructed by Mr. Bate.

Four copies of the standard yard were constructed by Mr. Dolland, and were compared and verified with Sir George Shuckleigh's standard scale, which was considered by Captain Kater to be "perfectly identical" with the standard yard in the custody of the Clerk of the House of Commons. They were made of brass one inch square. To their extremities were firmly screwed rectangular pieces of steel of the same width as the bar, and projecting above its surface. The distance between the interior faces of the steel terminations was intended to be equal to the length of the imperial yard.

These standards were intended for the purpose of verifying others. Four accurate copies of the standard yard were also constructed for the purpose of being referred to upon extraordinary occasions. They were made of brass, 1¼ in. wide, ½ in. thick, about three inches longer than the yard, with gold studs let into the bars showing the exact distance of 36 inches between fine dots marked upon them.

The several steps in the construction and verification of these standards is recorded by Captain Kater in his published account. He also gives a list of the whole, with an account of the places where they were deposited, viz.:—

The Exchequer, Westminster;
Guildhall, London;
Edinburgh, and
Dublin.

Verification by Royal Commissioners.

These standards were finally completed and delivered at the Treasury by 2d August 1825. It appears by the Treasury Minutes of 28 June, and 2d August 1825, that Sir G. Clerk, Dr. Wollaston, Dr. Young, and Captain Kater, four of the Commissioners appointed to inquire into the subject of weights and measures, attended at the Treasury Board, and stated that the weights and measures had been subjected to the several tests, and had been found, some of them quite free from error, and the others having only such extremely minute variations as an elaborate philosophical experiment could detect, but such as must be wholly imperceptible to any ordinary test, and absolutely immaterial for any practical purpose. They therefore consider them as being fit standards for the trial of any weights and measures sent to the Exchequer for comparison in pursuance of the provisions of the Act.

Deposited at Exchequer by Treasury authority. Directions for use. See Appendix 2.

On 5 August 1825 the following set of standard weights and measures was transmitted to the Exchequer from the Treasury, together with a Treasury Letter, with a schedule of the standards annexed. These standards were directed to be deposited at the Exchequer for the purposes mentioned in the Acts 5 Geo. 4, c. 74, and 6 Geo. 4, c. 12. A copy of some instructions prepared by Captain Kater, together with some observations, was also transmitted for the guidance and assistance of the officers of the Exchequer in the use of the standards, and in the verification of any weights and measures which might be brought to the Exchequer for comparison.

List of new Exchequer standards.

Standards deposited at the Exchequer, 5 August 1825.

1 imperial troy pound		These standards have never been used at the Exchequer, with the exception of the troy pound, which has been once used in the comparison and verification of a set of troy weights for the Russian Government on 11 August 1838.
1 imperial gallon 1 quart 1 pint	Conical shape	
1 bushel, with two projecting hoops		
1 weight of imperial gallon of water		
1 standard yard with steel terminations		This standard yard, and the standard troy and avoirdupois weights, have been in continual use for the verification of other standards from 5 August 1825 up to the present time. There is a duplicate standard weight of ½ drachm. The cylindrical standards of capacity were used for verifying other standards from 5 August 1825 to 23 October 1834, when more completely finished standards were substituted for them, as hereinafter stated.
1 set of 15 troy weights, from 1 lb. 1 grain		
1 set of 16 avoirdupois weights, from 56 lbs. ½ drachm, with counterpoises for each troy and avoirdupois weight		
1 bushel 1 half bushel 1 peck 1 gallon 1 half gallon 1 quart 1 pint 1 half pint 1 gill 1 half gill	Cylindrical	

In his account, Captain Kater states that the following standards were also deposited at the Exchequer:—

1 imperial standard yard, with gold points.
1 avoirdupois pound, No. 1.
1 Do. No. 5, in a box with smaller weights.
1 imperial gallon, No. 3.
1 pint.

Standards remaining deposited at Treasury.

This is not the fact. They were probably intended to be so deposited, and were sent to the Treasury for that purpose; but with the exception of the avoirdupois pound, No. 5, in a box with smaller weights, of which nothing is known at the Exchequer, all these standards still remain deposited at the Treasury, together with the three other imperial standard yards with gold points, stated by Captain Kater

Kater to have been deposited at the Guildhall, London, at Edinburgh and Dublin. A report of this fact, that these standards remained at the Treasury, was made by Mr. Bowen to your Lordship on 3 August 1849, and was on the same day transmitted to the Treasury by your Lordship, but nothing more was done in the matter.

More complete standards of capacity substituted in 1834.

It subsequently appeared that the cylindrical standards of capacity, from the bushel to the half gill, so deposited at the Exchequer, were considered by Mr. Bate as not sufficiently finished for the purpose, and on the 23d October 1834 he delivered to the Exchequer what he stated to be a proper set in completion of the order given him from the Treasury. This set of standard measures of capacity was most carefully compared and verified with those which had been in temporary use at the Exchequer, and which were then returned to Mr. Bate. A report of the circumstance was transmitted to the Treasury by the Assistant-Comptroller on 10 November 1834.

The standard yard and standard weights deposited in the Exchequer in 1825, and the standard measures of capacity deposited in 1834, have since been in continual use at the Exchequer, for the verification of copies of these standards.

Select Committee, 1834. 464/1834.

In 1834 the subject of the uniformity of weights and measures was brought before the House of Commons by Lord Ebrington, and was referred to a Select Committee. The Minutes of Evidence taken before the Committee were printed, and these proceedings led to the passing of the Act 4 & 5 Will. 4, c. 49, to amend the two preceding Acts of 5 Geo. 4, c. 74, and 6 Geo. 4, c. 12. The object of this Act was to enforce uniformity of weights and measures in use throughout the kingdom, and the Act did not refer to the Exchequer standards further than by Section 4 to abolish the heaped measure, and to require by Section 19 that all copies of the standards which may have been worn by time, or mended in consequence of any wear or accident, should be forthwith sent to the Exchequer to be again compared and verified.

Act 4 & 5 W. 4, c. 49.

Select Committee, 1835. 292/1835.

In 1835 a Select Committee, of which Lord Ebrington was also Chairman, was again appointed to examine further into the subject. Their Report and the Minutes of Evidence taken before them were printed, and the 5 & 6 Will. 4, c. 63, to repeal the Act 4 & 5 Will. 4. c. 74., and to make other provisions in lieu thereof, was passed to carry out their recommendations. The Act 5 & 6 Will. 4, c. 63, applies to weights and measures in general use, and contains no further regulation affecting the Exchequer standards, except a provision for comparing and verifying at the Exchequer copies of the standards, although they should not be exact models and copies in shape and form of the respective Exchequer standards, as had been prescribed by the Act 5 Geo. 4, c. 74.

Act 5 & 6 W. 4, c. 63.

Destruction of original standards.

In the meantime, by the burning of the Houses of Parliament on 16 October 1834, the standard yard of 1760, and the troy pound of 1758, declared by the Act 5 Geo. 4, c. 74, to be the only original and genuine standards, were destroyed.

Commission for restoring standards.

On 11 May 1838 the following gentlemen were appointed by the Treasury, Commissioners to consider the steps to be taken for the restoration of the standards of weight and measure :—

Professor Airy, Astronomer Royal;
F. Baily, Esq., V.P.R.S. and R.A.S. ;
J. E. D. Bethune, Esq. ;
David Gilbert, Esq., V.P.R.S. ;
J. G. S. Lefevre, Esq. ;
J. W. Lubbock, V.P.R.S. ;
Rev. George Peacock, D.D., F.R.S., Dean of Ely, and Lowdian Professor of Astronomy. ;
Rev. R. Sheepshanks, F.R.S., and F.R.A.S. ;
Sir J. F. H. Herschell, Bart. ;

Their Report and recommendations.

Their Report, signed by all the Commissioners except Mr. D. Gilbert, who died in the meantime, and which was dated 21 December 1841, deserves especial notice, as containing the recorded opinion of so many distinguished persons upon the subject of the imperial standards, in which opinions they appear to have been unanimous, with the exception of Mr. Bethune, upon one point, as will be shown hereafter, and as containing many highly important recommendations. The

Commissioners were of opinion "that the definition in the Act of 5 Geo 4, by "which the standard yard and pound are declared to be respectively a certain "brass rod and a certain brass weight therein specified, is the best which is possible "to adopt;" that accurate restoration of the standard of length by means of the length of a pendulum vibrating seconds, or of the standard of weight by that of a cubic inch of water, as directed by the Act of 5 Geo. 4, had since been found to be doubtful, and they were fully persuaded that with reasonable precautions it would always be possible to provide for the accurate restoration of standards by means of material copies which had been carefully compared with them.

They recommended "that no change be made in the values of the primary "units of the weights and measures of this kingdom, or in the meaning of the "names by which they are commonly denoted."

That the construction of the standards be entrusted to a Committee of scientific men, under certain instructions specified in the Report, and by comparison with the most carefully verified existing specimens.

That the Parliamentary standard of length be one yard, there appearing no sufficient reason for departing from the length hitherto adopted for the standard.

That the avoirdupois pound be adopted instead of the troy pound as the Parliamentary standard of weight, the avoirdupois pound being invariably known and generally used, and the troy pound being wholly unknown to the great mass of the British population, and comparatively useless.

That no standard of capacity be constructed, the gallon being defined by its containing 10 pounds weight of distilled water, as specified by the Act 5 Geo. 4, c. 74.

That four sets of copies of the Parliamentary standards of length and weight, the yard and pound avoirdupois, in all respects similar and as nearly as possible equivalent to them, be also constructed and preserved in different offices.

All these recommendations relating to the original standards of weight and measure were carried out, as will be shown hereafter, by the appointment of a Committee to superintend the construction of the new standards, and by the passing of the Act 18 & 19 Vict. c. 72, for legalising and preserving the standards so restored.

Many other important recommendations of the Commissioners should be mentioned relating to the Exchequer standards, which are the only standards used in the verification and legalising of local standards.

In order to decide upon the selection of secondary standards which they could recommend for the adoption of the Government, the Commissioners state that they found it necessary to institute inquiries as to the weights and measures most extensively used, and as to the practicable changes which with the least present inconvenience might add most to the simplicity and uniformity of the scales of weights and measures, and might ultimately tend to the general convenience.

Decimal coinage recommended;

They first recommended a decimal system of coinage, "because no circum- "stance whatever would contribute so much to the introduction of the decimal "scale in weights and measures in those respects in which it is really useful, as "the establishment of a decimal coinage."

and introduction of modified decimal scale of weights and measures.

They thought it "undesirable to enforce the decimal system exclusively in all "parts of the various scales of weight and measure, even were the attempt "likely to be attended with fewer difficulties than would be experienced in this "country," but they strongly called the attention of the Government to the importance of encouraging the use of the decimal scale, and especially of sanctioning its use where custom had already adopted it. They recommended a modified adoption of the decimal scale, both in measures of length and in weights, and a complete revision of the Exchequer standards of troy weight and avoirdupois weight, having in view the ultimate removal of the troy scale.

and revision of Exchequer secondary standards.

They recommend that the troy pound, the avoirdupois weights above 10lbs., and the avoirdupois drachms ought to be removed, and other weights in the ascending decimal scale of troy ounces and avoirdupois pounds, and in the descending decimal scale from the avoirdupois pound, ought to be substituted; an addition to the standards of capacity now in the Exchequer; and the increase of the number of Exchequer standards of length being parts and multiples of the standard yard.

The

The Exchequer standards recommended by them were as follows:—

Troy weight, 1 ounces
10 „
100 „
1,000 „
} and several multiples of each, but no weight of 12 troy ounces.

1 dwt. and several multiples.

1 grain
10 „
100 „
1,000 „
10,000 „
} and several multiples of each.

Avoirdupois weight:—

1 lb. and several multiples not exceeding 10 lbs.
10 „ ditto ditto 100 „
100 „
$\frac{1}{10}$ „
$\frac{1}{100}$ „
$\frac{1}{1000}$ „
} and several multiples of each.

Measures of capacity:—

$\frac{1}{6}$ gallon, as a measure of the wine bottle.
3 „
5 „
9 „ in addition to the existing Exchequer standards.

Measures of length:—

Measures and beds of 1 foot - the bed having divisions into inches, 10th of inches, and 10ths and 100ths of feet.
„ „ 2 feet - the beds similarly divided.
„ „ 1 yard - the bed divided into halves, quarters, eighths, and sixteenths, and also into tenths and hundredths.
„ „ 10 feet - the bed divided into feet and tenths of feet.
„ „ 22 yards - (the chain) divided into links.

Also an Exchequer standard of one yard, in which the yard should be defined by two lines upon its surface, and which should be furnished with a microscopic apparatus for accurate comparison.

They further recommended "that other Exchequer standards, representing "other divisions and multiples of the principal weights and measures included in "the decimal scale, should be added from time to time as the Treasury should "direct."

"That once in every five years the Exchequer standards of the yard and the "pound be compared with the Parliamentary standards, and all the Exchequer "standards be compared amongst themselves and repaired if found incorrect." Reverification of Exchequer standards.

That in the comparison at the Exchequer of standards of weight no greater error than $\frac{1}{20000}$th of the quantity weighed be tolerated; of measures of length, no greater error than $\frac{1}{12000}$th of the whole, except as to the chain of 22 yards, of which no error exceeding $\frac{1}{20}$th of an inch should be tolerated; and of measures of capacity, no greater error than $\frac{1}{2000}$th of the whole. Allowance for error in comparing standards.

That the local standards be compared and reverified at the Exchequer once at least in every five years. Reverification of local standards.

That Colonial local standards be authorised and used, and be compared and reverified once every 10 years by means of a set of itinerant standards, which also should be returned to England, to be compared with the Exchequer standards every 10 years. Colonial standards.

The Commissioners add, "The method of comparing at the Exchequer the "weights and measures of capacity brought for comparison with the Exchequer "standards, appears to us unexceptionable. The method of comparing measures "of length does not appear sufficiently good, as it gives no means of determining "the amount of error of the measure compared."

Several other recommendations were made by the Commisssioners in their Report, relating to weights and measures in use throughout the country, which do not appear to require further notice here.

Heads of subjects in Appendix.

Much condensed and valuable information is contained in an Appendix to the Report under the following heads of subjects, which refer not only to this country but to other foreign countries:—

A. Basis of the System of Standards.
B. Construction of Primary Standards.
C. Means of restoring Standards.
D. Preservation of one Standard unaltered.
E. Change of Scale of Weights and Measures.
F. Alteration of the Land Chain and Mile.
G. Abolition of Troy Weight.
H. Introduction of Decimal Scale.
I. Assimilation to Scales of other Countries.
K. Construction of Secondary Standards.
L. Construction and Use of Local Standards.
M. Powers of Inspectors.
N. Manufacture of Tradesmen's Weights.
O. Miscellaneous, principally relating to the Extension of the Laws of Weights and Measures.

Separate report of Mr. Bethune. Commons' Paper. 357/1842.

The point upon which Mr. Bethune differed in opinion from the other Commissioners is explained by him in a letter to the Chancellor of the Exchequer, dated 21st February 1841. He thought it desirable to make some alteration in the standards of weight and capacity, so as to simplify the relation between them; and also to make some alteration in the value of the coins of the realm, in order that the commercial weights might bear a similar relation to them. His proposal was negatived almost unanimously by the Commissioners, and was not further pressed by him.

How far recommendations carried out.

Of all these recommendations of the Commissioners, two only have been carried into effect, the establishment of Bullion Standards, being decimal parts and multiples of the troy ounce, by the Act 16 Vict. c. 29, in 1853, and the compulsory comparison and reverification of the local standards of weight every five years, and of the local standards of measure every 10 years, under 22 and 23 Vict. c. 56, applicable to Great Britain, and 23 and 24 Vict. c. 119, applicable to Ireland.

Report of Committee for constructing the standards, appointed 1843.

The Committee to superintend the construction of the new Parliamentary Standards of length and weight was appointed by Treasury Minute, dated 20th June 1843. The following names appear in the list of the Committee, in addition to those of the Royal Commissioners:—Marquis of Northampton, P.R.S., Lord Wrottesley, and Professor Miller. On the death of the Marquis of Northampton in 1851, the name of the Earl of Rosse, his successor as President of the Royal Society, was added.

Their Report, 1854.

Their Report, dated 28th March 1854, is signed by every surviving member of the Committee. It states that the direct superintendence of the standard of length was entrusted to Mr. Bailey, and after his death to Mr. Sheepshanks; that of the standard of weight was undertaken by Professor Miller.

Construction of the standard of length.

In the construction of the standard of length the following decisions were made by the Committee:—

1. The length of one yard to be the standard of length.

2. After considering whether the measure of length should be defined by the whole length of a bar, or by the distance between two points or lines upon it, a *line standard* was adopted, in preference to an *end standard.*

3. For the material of the standard of length, gun metal composed of—

Copper	16	parts
Tin	2½	„
Zinc	1	„

was adopted after a series of experiments.

4. The

4. The form of the standard adopted was a solid square bar, 38 inches long and 1 inch square in transverse section; the measure of length to be shown by the distance between two fine lines transverse to the axis of the bar marked upon two small gold plugs.

5. For the reproduction of the standard, it was decided that no scales ought to be used for the restoration of the standard, except those which had been *directly* compared with the imperial standard; and after elaborate experiments, that the only admissible scales were the Royal Society's brass scale No. 46, and the 3 feet iron bars of the Ordnance Department. It does not appear that any direct comparison was made with the Exchequer standard yard, or with any of the standards constructed under Captain Kater's superintendence in 1825, amongst which were the four standard yards with gold points remaining deposited at the Treasury.

6. As to the details of the mode of verification, the Report refers to a promised memoir to be given by Mr. Sheepshanks to the Royal Society. It appears that, during the comparison, the bars were floated in a trough of quicksilver, which itself floated in a trough of water supported upon a foundation of masonry. This masonry also carried the comparing microscopes. It was established in the cellar beneath the apartments of the Royal Astronomical Society at Somerset House. In the experiments it was necessary to ascertain the temperature with the greatest accuracy. It was found that the effect of a change of the hundredth part of a degree of Fahrenheit is sensible in the measure of the length of a bar. No thermometer in England at the time of commencing these experiments could be trusted to such a nicety. New thermometers were, therefore, constructed for the purpose, and the relation between the adopted authorities and the imperial standard was ascertained with all the accuracy possible.

After the construction of the new standard, numerous bars were constructed and compared with it, and five bars were selected for their nearest approach to the lost Imperial standard, and as well adapted to be taken as Parliamentary standards and Parliamentary copies.

It was proposed by the Committee that—

No. 1 be adopted as the PARLIAMENTARY STANDARD OF A YARD.
Nos. 2, 3, 4, 5, as Parliamentary copies.
No. 6 to be retained by an officer of the Government for comparison with other yard measures.

During the experiments an extensive series of new observations was made by numerous observers. The discussion of these observations showed clearly, as had been suspected before, that there is a difference among the results of different observers far exceeding the uncertainty inferred by the theory of probable errors from the observations of each observer taken separately. In other words, that each person has a personal equation in the microscopic observations of the engraved lines. The means of the final results of the different observers were therefore taken, giving equal weight to each.

Construction of the standard of weight.

The following points were decided by the Committee for the construction of the standard of weight, the future standard being the avoirdupois pound, or pound weight of 7,000 grains, as recommended by the Committee, and understood by them to be adopted by the Government:—

1. For the material, platinum.

2. For the form, a cylinder, nearly 1·35 inch in height and 1·15 inch in diameter, with a groove a little below the top, that it might be lifted with an ivory fork.

3. For the comparison of the weights a balance of the utmost delicacy was provided by Professor Miller from Mr. Barrow. This instrument was mounted in a cellar beneath the Mineralogical Museum at Cambridge.

4. For ascertaining the exact weight of the lost standard troy pound, by which the weight of the new standard pound avoirdupois was to be derived, the following weights, which had been compared with the lost standard, were examined:—

The brass troy pound Exchequer standard.
The three do., for the cities of London, Edinburgh, and Dublin.
The platinum troy pound, and the two brass pounds, then in the custody of Professor Schumacher.
The platinum troy pound of the Royal Society, 1848.

After comparing these weights with each other, it was found that the brass weights had gained in weight, whilst the platinum weights retained precisely the same relation as before. There appeared to be no doubt that the increase of weight of the brass pounds arose from oxidation. It was decided, therefore, to base the restoration of the standard on the platinum pounds only.

To the weight of the troy pound of 5,760 grains, thus determined, was added the weight of 1,240 grains accurately ascertained, and thus was formed the new standard avoirdupois pound weight of 7,000 grains.

Five platinum pounds were prepared by Professor Miller, marked as follows:

	P. S.	(Parliamentary standard.)
No. 1.	P. C.	(Parliamentary copy.)
No. 2.	P. C.	
No. 3.	P. C.	
No4. .	P. C.	

Deposit of standards.

The Committee recommended that the two Parliamentary standards of one yard and one pound be deposited at the Exchequer.

P. C. yard	No. 2,	and Pound	No. 1 at the Royal Mint.
„	No. 3,	„	No. 2 with the Royal Society.
„	No. 5,	„	No. 3 in the Royal Observatory at Greenwich.
„	No. 4,	„	No. 4 be immured in the sill of the recess on the east side of the lower waiting hall in the New Palace of Westminster.

The Report states that under sanction of the Treasury, dated 23d June 1853, the standards and the several copies had been so deposited by them.

The proceedings and recommendations of the Committee for the restoration of the standards are recited and legalized by the Act 18 & 19 Vict. c. 72, passed 30th July 1855, for legalizing and preserving the restored standards of weights and measures.

Further recommendations of the Committee.

In addition to these recommendations since so carried into effect, the Committee referred to the other recommendations of the Report of 1841, which had not since been acted on, and stated that they adopted in their utmost extent the whole of those recommendations; and, after alluding to a proposal in Lord Carysfort's Bill of 1760 for appointing Commissioners with an adequate establishment for maintaining the standard department in a perfectly efficient and reputable state, the Committee further recommended that a permanent scientific officer be appointed with adequate salary, to keep a constant watch on the state of the standards, and the law generally as applying to them, and who should call the attention of the Government to any points connected with them, as occasions might arise.

The Committee also called attention to the unfitness of the apartments of the Exchequer for the execution of the duties connected with the standards, the improvements pressingly required in the length standards, the antiquated and inaccurate balances requiring to be replaced by balances of a more accurate construction, and the fact of the Exchequer standards not having been verified for many years.

An appendix to the Report contains three letters to the Chancellor of the Exchequer from the Commissioners, strongly advocating the advantages of a decimal system of coinage, and proposing a new schedule of customs duties to be levied on a decimal scale of weights, in substitution for the existing weights.

Deposit at Exchequer of Parliamentary Standards.

Under the sanction of the Treasury letter, dated 23 June 1853, the Parliamentary standards of length and weight were deposited at the Exchequer, 3, Whitehall

3, Whitehall Yard, on 17 September 1853, by the Astronomer Royal, Chairman of the Standard Committee, and Sir J. W. Herschel, Bart., a member of the Committee.

Their description.

The following schedule, describing the standard yard measure and standard pound avoirdupois weight, accompanied these standards :—

"The standard yard measure is defined by the interval between two lines upon "a bar of gun metal. The bar is about 38 inches long and 1 inch square. It "is supported in a horizontal position upon eight brass rollers, which are carried "by levers so arranged that the pressures upon the eight rollers are necessarily "equal. The lever frame with the bar resting upon it is placed in a box of "mahogany wood. The bar is prevented from moving endways by weak brass "springs attached inside to the end of the box, and it is prevented from moving "upwards by wedges of paper placed under the inverted stirrups. Near to the "end of each bar a cylindrical hole is sunk from the upper surface of the bar "to the depth of half an inch, and at the bottom of each cylindrical hole is "inserted a gold pin, upon which are cut three fine lines in the direction trans- "versal to the bar, and two fine lines parallel to the axis of the bar. The "limiting points of the yard measure are those points of the middle transversal "lines which are midway between the longitudinal lines. Upon the upper sur- "face of the bar the following inscription is inscribed :—

"'Copper, 16 ounces.
"'Tin, 2½ „
"'Zinc, 1 „

"'Mr. Bailey's Metal.

"'No. 1. Standard Yard at 62°00 Fahrenheit. Cast in 1845.

"'Troughton and Simms, London.'

"Upon the lid of the mahogany box is cut and painted the following inscrip- "tion :—

"'Standard Yard, 1853.'

"The standard pound weight is a weight of platinum representing, when "weighed *in vacuo* against the lost standard troy pound, 6,999·99845 grains, of "which the lost standard pound contained 5,760. The form of the weight is a "cylinder, with a groove surrounding it a little above the middle of its height, "for the insertion of the fork which is used in lifting it. Upon the upper end "of the cylinder is engraved the following inscription (the sharp edges of the "engraving having been rubbed off) :—

"'P. S. 1844.
"1 lb.'

"The box is mahogany, and when its portions are screwed together the weight "is fixed immoveable. This mahogany box is placed in a second mahogany "box whose lid bears the inscription :—

"'Standard Pound, 1853.'

"The mahogany boxes of the yard and pound are enclosed in an oak box, upon "whose lid is cut and painted the inscription :—

"'British Standards of Length and Weight, 1853.'"

On 1st December 1853 these standards were placed in a stone case, like one of the ancient Celtic coffins, which, under the directions of the Astronomer Royal, had been prepared for them in the vaulted strong-room of the Exchequer.

Report of Select Committee of House of Lords, 1855.
Lords Papers (133)/ 1855.

In 1855, during the passing through Parliament of the Bill for legalising the new standards, it was referred to a Select Committee of the House of Lords appointed to consider it. Their Report bears date 8th June 1855. They recommended that, "whilst retaining for the primary standard of length the method of line-measure, secondary standards of end-measure should be made and legalised for general purposes, which measures should represent a standard yard, a standard foot, a standard inch, or other measures being multiples thereof, and, that means should be taken for the distribution, conservation, ready comparison, and occasional verification of such measures in the principal provincial towns."

Evidence of Astronomer Royal and Mr. Whitworth.

The evidence of the Astronomer Royal, and of Mr. Whitworth (who were the only witnesses examined by the Committee), is contained in the Appendix to the Report. Mr. Whitworth stated his objection to the proposed standard line-measure, and advocated an end-measure as far preferable. He produced a standard inch-measure, being an end-measure, and declared that by means of an apparatus which he employed he could take the length of this standard and compare it with any other similar standard, and could ascertain any difference there might be in their length to the millionth of an inch. He added that it would be of the highest importance to all engaged in the mechanical arts to have a standard foot and a standard inch—indeed, of far greater importance than to have a standard yard.

The Astronomer Royal allowed that for common use the end-measure was most convenient, but he stated the several reasons which had determined the Commissioners, after long and careful consideration, to decide upon adopting a line standard for the Parliamentary standard of length. He said that Mr. Sheepshanks was then engaged in forming an end-measure, to be derived from the line-measure, and to be used as a secondary standard. They proposed to adopt for the ends spherical curves, the centre of the curves being the centre of the bar, so that the ends would be portions of a sphere three feet in diameter.

18 & 19 Vict. c. 72, s 6, authori ing additions to Exchequer standards by Orders in Council.

This recommendation of the Committee was the cause of the insertion in the Bill on its third reading of the following clause, which appears as s. 6 of the Act 18 & 19 Vict. c. 72:—

"All weights and measures which shall be hereafter verified and authenticated "by comparison with the said Imperial standards of weight and measure, in such "manner as Her Majesty shall by any Orders in Council from time to time direct "and appoint, shall be deemed and taken to be legal secondary weights and "measures."

Hansard, 26 June 1855.

This clause was proposed by Lord Wrottesley, who was a member of the Standard Committee, and of the Select Committee, and was approved on the part of the Government, as rendering the further intervention of the Legislature unnecessary for adding to the number of the secondary standards. Lord Wrottesley added that the secondary standards of the Exchequer were in a state unworthy of the nation, and that the whole subject required to be carefully looked into, and that proper measures should be adopted for correcting the evil. I may be allowed to remind your Lordship of your reply, that those who had charge of these measures were always ready to listen to any suggestion for their improvement.

Detailed accounts of the construction of the new standard, by the Astronomer Royal and Professor Miller.

An account of the construction of the new Imperial standard pounds, by Professor W. H. Miller, was read before the Royal Society on 12th June 1856, and an account of the construction of the new national standard of length, and its principal copies, by the Astronomer Royal, dated 8th April 1857, was read on 18th June 1857. These papers were printed in the "Philosophical Transactions" of the respective years, and were subsequently reprinted in a separate form, at the public expense, under the authority of the Treasury. They contain the fullest detailed information of the construction of the new standards, as well as much information connected with these and other standards.

The report of the Astronomer Royal contains also the statement, by the Rev. R. Sheepshanks, of the means employed for obtaining an authentic copy of the lost Imperial standard yard, which has been already referred to. (*See* page 23.)

With respect to the standard of weight, it appears that the new Imperial standard pound, being an avoirdupois pound of 7,000 grains, was satisfactorily constructed in exact proportion, within the $\frac{1}{100,000}$ part of a grain weighed *in vacuo*, to the lost standard pound, a troy pound of 5,760 grains; the precise weight of the lost standard having been accurately determined from the platinum copies which had been authoritatively compared with it. The new Imperial standard pound was constructed by Mr. Barrow.

The determination of the standard of length was not so easily arrived at.

The elaborate and scientific process employed for the verification of the standard of length, which is clearly and fully shown in the account of the Astronomer Royal, both by description and engraved plans, enabled the measurements and comparisons of both the old and the newly-constructed standards to be made with the minutest accuracy. It has been already stated that in the new Parliamentary standard the exact length of the yard is marked by fine lines, cut upon gold pins or studs, at middepth from the upper surface of the bar, the bar being one inch square.

square. In the old standards, the gold studs are inserted in a rectangular notch, cut through the whole width of the bar, the defining marks being either fine lines or dots. In the new standards these studs are inserted at the bottom of a cylindrical hole $\frac{3}{8}$ inch in diameter, the defining lines transversal to the bar being accompanied by two lines parallel to them, one on each side, at the distance of ·01 inch, which were intended to give the means of ascertaining the value of the divisions of the micrometers. For the comparing apparatus a pair of adjustible microscopes was used, made parallel and adjusted to each defining line. Although the line was half an inch below the surface, it was found that by using pierced glass prisms for reflecting the light of the lamps upon the defining lines, there was as much light for the purpose of comparison as upon the open surface. It was found, also, that as fine a line could be cut at the bottom of this well as upon a plane surface.

In the course of the process, numerous experiments were made to show the variation of the length of the standard bars under different degrees of temperature, and for this purpose thermometers were constructed showing the exact temperature to $\frac{1}{100}$ part of a degree of Fahrenheit.

The number of micrometer readings recorded for all the observations was estimated to amount to nearly two hundred thousand. It should not be forgotten that the scientific gentlemen who, during several years, bestowed so much of their valuable time, attention, and labour upon these experiments for the important object of the restoration of the standard of length, declined to accept any pecuniary remuneration.

In determining the standard, a new difficulty arose. When the most accurately verified copies of the lost standard yard which the Committee could procure were severally compared with each other, at different degrees of temperature, irregularities were found, and doubts in the reduction of them. These irregularities were attributable not only to the imperfect construction of these instruments, but also to the insufficient and unsatisfactory mode of their original verification, particularly with reference to the effect of temperature. It was known, also, that the defining points of the lost standard were large and irregular dots upon gold pins, and which did not admit of accurate comparison. It was therefore found to be necessary to form a new standard *de novo*, and the length of the new Imperial yard was finally determined by taking the mean length of the several most authoritative standards, which constituted the best primary evidence of the lost Imperial standard.

The actual process of determining the standard was stated by Mr. Sheepshanks in his paper dated 18th July 1848.

A trial standard bar was made, and called "Brass 2." It was compared with the following standards :—

1. Sir George Shuckburgh's scale, 0—36 inches. This standard was constructed by Troughton, from Bird's standard, for Sir George Shuckburgh in 1798. In the verification of this scale, and its comparison with other standards, micrometer microscopes, differing in no important degree from those employed by the Standard Committee, were used, and this appears to have been the first instance of optical comparison. In a paper by Captain Kater, printed in the "Philosophical Transactions" of 1821, and entitled, "An Account of the Comparison of various British Standards of Linear Measure," it is stated that the difference between Sir George Shuckburgh's scale and the standard of 1760 (the lost standard) is so small that they may be considered "perfectly identical." It appears also, from Captain Kater's account of the construction of the Exchequer standards now in use, that the Exchequer standard yard was compared and verified with Shuckburgh's scale only, as not differing sensibly from the Imperial standard yard. It was for this reason that the Exchequer standard, and the other standard yards constructed under Captain Kater's directions in 1826, were not referred to in the construction of the new standard, as they had never been directly compared with the Imperial standard, and professed to be only exact copies of Shuckburgh's scale, which was considered by Captain Kater as the scientific standard, or the scientific representative of the national standard of length.

2. Sir George Shuckburgh's scale of 10—46 inches.

3. Captain Kater's Royal Society's scale. This standard was made by Captain Kater in 1831, for the Royal Society, and was considered by Mr. Sheepshanks

as the most favourable type of Captain Kater's standard yard. The principle of construction is that decided upon by Captain Kater, after long experience, as the best form for a scale, being laid down upon a thin bar $\frac{7}{100}$ inch in thickness, carried by a stout bar carefully made plane. It was compared, microscopically, with the Imperial standard itself. An account of the construction of this scale may be found in the "Philosophical Transactions" for 1831 (page 245).

4. Ordnance iron bar, No 1.
5. Ordnance iron bar, No. 2.

These two Ordnance standards were prepared for the Department of the Ordnance Survey. They are line standards, the lines being marked upon gold pins at middepth of the bar. They were compared with the Imperial standard in 1834, and a statement of their comparison was published in 1847 in the account of the measurement of Lough Foyle base.

The result of the comparison of brass bar 2 with these standards, stated in terms of the lost standard, was as follows:—

Brass bar 2 = 36·000084 by Shuckburgh's scale 0—36 in., and Kater's authority.
36·000280 by Shuckburgh's scale 10—46 in., and comparisons in 1834.
= 36·000229 by Kater's Royal Society's scale.
= 36·000303 by Ordnance bar No. 1.
= 36·000275 by Ordnance bar No. 2.

= 36·000234 by a mean of all.

Mr. Sheepshanks preferred 36·00025 as sufficiently near the truth, and assumed therefore the brass bar No. 2 (=36·00025 of the lost Imperial standard at 62° Farenheit) as the base of the construction of the new standard. This conclusion met with the assent of the Committee.

In order to select the most perfect specimen for the national standard, 74 bars were constructed under Mr. Sheepshanks' directions, 67 of which were line-measures and 7 end-bars.

The following list shows the material of which these bars were made, and their thermometric expansions of 36 inches for 1° Fahrenheit:—

47	were made of	bronze,	expanding	·000341 in. for 1° Fahrenheit.
5	,,	brass	,,	·000344 ,,
3	,,	copper	,,	·000314 ,,
9	,,	wrought iron	,,	·000220 ,,
4	,,	cast iron	,,	·000198 ,,
6	,,	cast steel	,,	·000207 ,,

A particular description of these bars is given in the Astronomer Royal's Account, together with a statement of their ultimate distribution in this country and abroad, as well as of the selection from them of the new Parliamentary standard and its principal copies.

Although it was determined by the Committee that the new standard should be a line-measure, as being preferable for scientific purposes, and as a primary standard, it was allowed that end-measures were more convenient as secondary standards and for commercial purposes.

In the Astronomer Royal's Account will be found a statement of the formation of end-measure bars and the mode of their comparison with line-measures. Of the seven end-measure standards constructed—

3 were made of bronze.
2 ,, wrought iron.
2 ,, cast iron.

The ends of these bars were of a spherical form, and the length of the yard is defined by the extremities of small agate plugs fixed in the centre of each end.

It may be important to note such information as is contained in the Astronomer Royal's Account respecting the present Exchequer standard yard.

As

As the Exchequer standard yard, when originally constructed by Captain Kater, was considered to be identical with Shuckburgh's scale, 0-36 inches, its original length would appear to be less than the brass bar 2 by not more than ·000084 inch; and the brass bar 2 being thus in excess of the Exchequer standard ·000084 inch, and also being in excess of the new national standard ·00025 inch, it follows that the original length of the Exchequer standard must have been in excess of the new national standard ·000166 inch (·00025 — ·000084). But in a subsequent part of the Astronomer Royal's account the following direct comparisons are given of the Exchequer standards with the new trial standard bar :—

Exchequer standard yard of Henry 7th	= brass bar 2	— ·037488	inch.
„ Queen Elizabeth	„	— ·010293	„
„ of 1825, now in use.	„	— ·005580	„

These comparisons show a relative difference in the length of the present Exchequer standard of ·000084 inch in the year 1825 as compared with ·005580 in 1854, being a *pro tanto* diminution of ·005496 inch, after the wear and tear of 30 years. They also enable the following comparison to be made between the Exchequer standard yard and the new Parliamentary standard, in the absence of any direct comparison between these two standards :—

New Imperial standard	= brass bar 2 -	— ·00025 inch.
Exchequer standard	= brass bar 2 - -	— ·00558 „
Exchequer standard	= new Imperial standard	— ·00533 „

There would thus appear to have been a deficiency in 1854 of the Exchequer standard yard, as compared with the Imperial standard of ·00533 or $\frac{1}{187}$ inch, equal to $\frac{1}{6754}$ of a yard, being nearly double the amount of deficiency recommended by the Standard Commissioners to be allowed in the comparison of measures of length. Their recommendation is that no greater error than $\frac{1}{12000}$ of the whole measure compared should be tolerated. (*See* page 21).

Other standards of length, &c. deposited at Exchequer.

On 26 June 1857 the Astronomer Royal transmitted to the Exchequer the following standards, and apparatus relating to them. Those which relate to the measures of length were constructed under the superintendence partly of Mr. Sheepshanks, and partly of the Astronomer Royal; those which relate to weight under the superintendence of Professor Miller.

Box 38. A three feet line standard of gun metal, No. 30.
A three feet scale of brass, divided into nails, one foot divided into $\frac{1}{8}$ inch, one foot divided into $\frac{1}{10}$ inch, and one foot divided into $\frac{1}{100}$ foot.

Box 45. A three feet end standard of gun metal, No. 45.

Box 46. A three feet end standard of iron, No. 70.

Box — A 12-inch standard of gun metal, No. 76.
A 6 „ „ No. 79.
A 3 „ „ No. 81.

Box — A 1 lb. avoirdupois weight of gilt gun metal, No. 31.
A do. „ „ „ No. 34.

Box — An apparatus for comparing three feet end bars with the three feet end standards, No. 70 and 45.

The three feet standards bear inscriptions describing (among other particulars) the temperature at which they represent the exact measure of a yard, from which they may practically be accepted as represented, without discoverable error, the exact yard at any ordinary temperature.

The weight No. 31 is stated by Professor Miller to be too heavy by 0·00080 of a grain, and the weight No. 34 to be too light by 0·00089 of a grain. As these quantities are so small as to be discoverable only by the most careful use of the most delicate balances, the two weights may be accepted in practice as sensibly exact.

Expenses of construction of new national standards.

The total amount of expenses connected with the construction of the new national standards, and which were defrayed out of Civil Contingencies, in the several years from 1843 to 1858 inclusive, appears from the accounts rendered to Parliament to have been 3,911 *l.* 18*s.* 9*d.*

Act 16 Vict. c. 29, for bullion standards.

In 1853 the Act 16 Vict. c. 29, for regulating the weights used in the sales of bullion was passed. The Act recited that "the weights now ordinarily used in sales of gold and silver are the troy ounce and other weights being multiples or decimal parts of such ounce," and enacted that for such purposes such weights should be legal, and such troy ounce taken to be the standard or unit of weight. It was also enacted that models of such multiple and decimal parts of the ounce as the Treasury should from time to time direct should be carefully made, and verified and deposited at the Exchequer, and all the provisions of the Act 5 & 6 Will. 4, c. 33, were made applicable to these bullion standards.

A Treasury letter dated 18 July 1853 authorised your Lordship to verify multiples and decimal parts of the troy ounce, and to incur any expense that might be indispensably necessary for that purpose. Your Lordship was at the same time informed "that the models of these weights should, in their Lordships' opinion, be considered supplementary to the standards at present in the Exchequer."

Construction of bullion standards.

At the request of the Astronomer Royal, and with your Lordship's concurrence, the bullion standards were constructed under the superintendence of Professor Miller, and were accurately verified by him. The whole of them were deposited at the Exchequer by 21 August 1855, being as follows:—

Oz. ·001, ·002, ·003, ·004, ·005 of platinum wire.
·01, ·02, ·025, ·03, ·04, ·05, ·1, ·2, ·3, ·4, ·5, 1, 2, 3, 4, 5, 10, 20, 30, 40, 50, 100, 200, 300, 400, 500 of brass, electro gilt.

There are duplicates of all these bullion standards, not gilt.

A 10 lb. avoirdupois weight, or the weight of 1 gallon of water and a kilogramme, as a specimen of French weight, were at the same time deposited at the Exchequer.

On 22 and 23 August Professor Miller reported the minute errors of each bullion weight in decimals of a grain, and gave instructions for the mode of verifying copies of these bullion standards in the most accurate manner. In reply to some questions by Mr. Bowen, he gave some further instructions on 31 August, and added, "the amount of error, or allowable error, in a weight ought to be determined by law."

These bullion standards were constructed by Messrs. Ladd and Streatfield. Under the advice of Professor Miller, a duplicate set of working weights was ordered from them on 25 August 1853, and was duly furnished. The total amount of their bill for these bullion standards was 275*l.* 5*s.*

New balances authorised to be made.

The subject of the balances for comparing standards at the Exchequer was brought to the notice of the Treasury by your Lordship on 6 December 1853. The opinion of the Astronomer Royal, the Master of the Mint (Sir J. Herschel), and Professor Miller was referred to, that the existing balances were imperfect and insufficient, and your Lordship suggested the necessity of procuring without delay, three new balances of different sizes, for the purpose of testing the new bullion weights. By letter dated 15 December 1853, the Treasury authorized the necessary steps to be taken for procuring these balances. The attention of the Treasury was at the same time drawn by your Lordship to the apartment in which the balances were then placed as being by no means in a condition to ensure the accuracy required, and it was recommended that the aid of the Astronomer Royal, Sir J. Herschel, and Professor Miller, should be obtained to judge what ought to be done. The Treasury concurred in this recommendation, and these gentlemen attended at the Exchequer, 3, Whitehall Yard, on 21 March 1854, and made their report on the same day. They were of opinion that the rooms were utterly unfit for the purpose of the business relating to the standards, and that it was impossible by any practicable alteration to make them efficient, and that it was absolutely necessary to transfer the Standard Department to some other locality. The requisites were, in their judgment, a series of at least four or five fire-proof rooms of ample size and height, in a dry situation on the ground floor, at a considerable distance from frequented streets. They referred to the necessity for providing not only for the operations of the existing system, but also for an extensive series of standards of length, for some of which different circumstances of window light would be required. They stated that the balances then in the Standard Office were by no means fit for their purpose, being of an antiquated construction, and essentially inaccurate. That it was absolutely necessary

State of the apartments at the Exchequer where the balances were fixed.

necessary to replace them by entirely new balances, in order to give confidence in the result of their comparisons. They considered that at least four, if not five, balances of different dimensions would be necessary, and proposed that Messrs. Ladd and Streatfield should be entrusted with the construction of the larger balances, and Messrs. Oertling with the smaller.

This report was forwarded to the Treasury on 29 March 1854 by your Lordship, and you expressed your entire concurrence in their recommendations. No record appears of any reply or further instructions having been given by the Treasury; and eventually Messrs. Ladd & Streatfield, in consequence of having already too much work on their hands, declined the construction of the larger balances, and recommended Mr. Oertling as the most efficient person to construct them. Your Lordship, on 20 April 1855, directed Mr. Oertling to furnish the following balances :—

No. 1.	For comparing bullion weights from	500 oz. to 200 oz.,	or avoirdupois	56 lb.
No. 2.	„	„ 200 oz. to 100 oz.,	„	7 lb.
No. 3.	„	„ 10 oz. to 2 oz.,	„	1 lb.
No. 4.	„	„ 1 oz. to ·001 oz.,		

with suitable instruments and apparatus. The balances to have a scale opposite to the left hand extremity of the beam, which should carry an index. The scale to have close divisions numbered from 0 at one end to the other end.

New balances furnished.

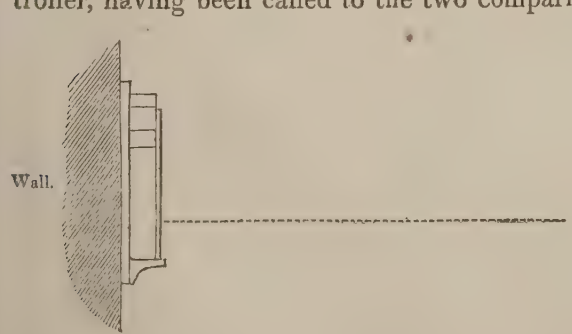
These balances were delivered at the Exchequer by Mr. Oertling on 21 July 1855. Their cost was 173 *l.* They are finely poised upon agate bearings, and are enclosed in plate glass cases. The smallest of these balances, No. 4, after being exactly in equilibrio, will indicate a difference of three degrees of the scale, with the addition of the weight of one-thousandth part of a grain placed on one side of the beam. This is effected by placing, by means of a mechanical contrivance, a small piece of very fine bent wire of the weight of $\frac{1}{100}$th of a grain, upon the graduated beam, one-tenth of the distance from the central bearing to the point of suspension of the pan.

Removal of standards, &c. to 6, Old Palace Yard.

On 4 February 1858, the Exchequer Office was removed from No. 3 Whitehall-yard to Nos. 6 and 7, Old Palace-yard, where the balances and other apparatus required for the comparison and verification of copies of the standard weights and measures were fixed in a large and more suitable room on the ground floor of the building, and where the working standards were also deposited. On 11 February the imperial standards were removed from the vaulted strong room in the old building and deposited in the strong room of the present building, where they now remain. These instruments are the Parliamentary standard yard and pound. The standards and apparatus transmitted by the Astronomer Royal on the 26 June 1857, were also deposited in the strong room. No directions have been received from the Treasury or other constituted authority for making any use of, or reference to, the Imperial standards, or the secondary standards so furnished by the Astronomer Royal. Under these circumstances, since their deposit in the strong room, by direction of your Lordship, they have remained undisturbed in their cases up to the present time.

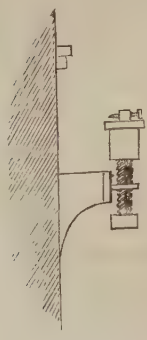
Description of comparing apparatus for measures of length.

But in October 1858 the attention of Sir Edward Ryan, the Assistant Comptroller, having been called to the two comparing instruments, he desired Messrs. Troughton and Simms to give an explanation of them. This explanation was as follows: "First, "with respect to the apparatus "for comparing yards. This must "be fixed to the wall in a vertical "position by means of three "Lewis's and screws, care being "taken to leave sufficient space "in front of the apparatus to "admit the insertion of the bar "to be compared, thus—



"There must be an open space of seven feet in front of this comparateur.

"Next, the horizontal comparateur will be fixed to projections standing out "from the wall by means of eight Lewis's and screws. Suffi- "cient space must be left between the horizontal surface and "the wall to allow for the adjustment of the divider scale to its "proper position. This scale will be screwed to a beam, which "has been previously fixed to the wall."



(signed) *James Simms.*

Mr. Simms subsequently attended at this office, together with an officer of the Board of Works, with the view of fixing this comparing apparatus. But as no convenient place could be found for it, and as no authoritative instructions had been received respecting it, any idea of fixing and using it was at that time necessarily abandoned.

Report of Astronomer Royal, 1 Feb. 1859, and Letter of Comptroller-General, 9 Feb. 1859.

Commons Paper. 188/1859.

Towards the close of the year 1859 some communications passed between the Astronomer Royal and Mr. Walpole, then Home Secretary, and your Lordship, with reference to a complaint of Mr. J. Hayman of the defective state of the local standards. These communications led to an important report upon the whole subject of the standards by the Astronomer Royal, dated 1 February 1859, which was transmitted to the Home Secretary, together with observations upon it, by your Lordship, in a letter dated 9 February 1859. These two papers were laid before Parliament, and printed. The points contained in them, which may be here noticed, are as follows. The Astronomer Royal refers :—

1. To the number of local standards tested at the Exchequer since 1824, being 29,699, compared with the number re-tested, being 9,969 only, and to the number of reverifications, barely exceeding one-third of the number of standards, as evidence of the probable deterioration of the local standards, which may tend to serious consequences.

2. To the want of public standards, as recommended by the Standard Commission of 1841. He mentions the erection, on 30 January, upon the external wall of the Observatory at Greenwich, of mural standards of length (3 feet, 2 feet, 1 foot, 6 inches, 3 inches).

3. To the presumed error in the general *theory* of British legislation on the subject of standards, and to the mode of correcting it. He is led to the conclusion that there is an entire apathy on the part of the Government with respect to the standards, and that the Government acts only when pressed by popular demands. He thinks that the spirit of our legislation on standards ought to be entirely changed, and that it ought to be the duty of a department of the Executive to undertake, as of its own authority (not supplicated by others), the necessary steps for furnishing to every part of the realm the apparatus necessary for ensuring accuracy in all transactions of measure or sale.

4. To the presumed error in the *practice* of the British Executive on the subject of standards, and of the mode of correcting it. The general error in the practice of the Standard Office he considers to be, that it is absolutely passive, only responding to demands. He would correct it by appointing an active chief of the Standard Department, who should be invested with ample powers for inspecting and maintaining in efficiency all the local standards, and for supervising the general use of such standards in verifying weights and measures for common use. He should be the responsible officer (under the Comptroller General of Exchequer or other officer of State) for all matters connected with the Exchequer standards.

In your Lordship's observations on this Report of the Astronomer Royal you fully concur in his general view of the errors of the existing law and practice, the principle of which appears to be to depend, as far as possible, upon the voluntary action of private persons, and to limit the interference of the State to its minimum. But you express some doubt how far the error might be corrected by the more active interposition of the Executive Government, by taking upon themselves the responsibility of maintaining the accuracy of the local standards of weights and measures in the same manner as they are now responsible for the integrity of the coinage of the realm. You express your opinion that a stringent and effective system of inspection and comparison by public officers of the local standards should be established, and you recommend to the serious attention

attention of Her Majesty's Government the establishment of a special office in conformity with the Report of the Astronomer Royal. You remark upon the advantage that would result by extending the application of the decimal system, now adopted in the troy weights for bullion, to avoirdupois weights in lieu of the present complicated system, and express your astonishment that so many important recommendations contained in the Report of the Commissioners of 1841, made by the most distinguished scientific men of our time, should not have attracted the notice of the successive Governments and of the Legislature.

After referring to the length of time the Exchequer standards have been in use without verification and adjustment, and to the obvious necessity that these standards should be in a perfect condition, you express your opinion that measures should be adopted for periodical re-adjustment of these standards, under high scientific responsibility and supervision; that the interposition of the Legislature is required for this purpose; and that no legislative interposition can satisfactorily take place, except under the guidance and advice of the responsible Ministers of the Crown.

Act 22 & 23 Vict. c. 66, for gas-measuring standards.

In 1859 the Act 22 & 23 Vict. c. 66, for regulating measures used in sales of gas, was passed. Under this Act a new legal standard or unit of measure for the sale of gas was established, being the cubic foot containing 62·321 lbs. avoirdupois weight of distilled water, weighed in air at 62° Fahrenheit, the barometer being at 30 inches. Other gas standards, being multiples or decimal parts, were directed to be made under the authority of the Lords of the Treasury, as they should judge expedient, with proper balances, indices, and apparatus, and deposited at the Exchequer for comparing and verifying copies as local standards.

How carried out.

The construction of the gas standards required by the Act was entrusted by the Treasury to the Astronomer Royal. In his Report to the Secretary of the Treasury, dated 5th November 1859, the Astronomer Royal expressed his distinct opinion that no standards, being multiples and decimal parts of the cubic foot, were required; that gas-holders containing multiples of a cubic foot are supplied by repetitions of one cubic foot; and that decimal and other sub-divisions of the cubic foot are never used.

In making arrangements for fixing the apparatus that would be required for comparing and verifying copies of the gas standards, it was found necessary that increased accommodation should be provided at the Exchequer, and an additional room was accordingly built on the ground floor of No. 7, Old Palace Yard, under the immediate direction of the Astronomer Royal, with all the necessary appliances.

On 15th November 1859, the following gas standards were compared and verified at the Exchequer by the Astronomer Royal, assisted by Professor Miller, and were declared by them to be sensibly correct:—

A weight of 62·321 lbs., being the weight of a cubic foot of water.

A copper bottle or vessel, containing the capacity of one cubic foot of water.

A cubic foot gas-holder, or

Transferrer, by which successive cubic feet can be discharged into another vessel.

In a letter from the Treasury to your Lordship, dated 13th December 1859, the Lords Commissioners refer to the gas standards, with the balances, apparatus, &c., then deposited and duly verified, and state that the requirements of the Act have in this respect been duly complied with.

A further Report of the Astronomer Royal, dated 11th February 1860, recapitulates the several steps taken in the construction and deposit of these gas standards, and recommends that an allowance of half a cubic inch or $\frac{1}{3456}$ of the whole may with propriety be adopted as the amount of error to be tolerated in each cubic foot gas-holder.

In this Report the Astronomer Royal refers to the gas meters in common use, to be tested by the local standard gas-holders or gas measures. These gas meters are not, like the Exchequer gas-measuring standards, vessels merely for measuring with accuracy a cubic foot or other definite measure of gas. They purport to record and to indicate the number of cubic feet of gas successively passing through the meter. This result is endeavoured to be effected by means

of a succession of wheels, pinions, and indices. But no provision was stated to be contained in the Act 22 & 23 Vict. c. 66, for compelling any examination of the mechanical construction of gas meters. The Astronomer Royal states, and supports his statement by the evidence of facts, that gas meters are from their mechanical construction open to any amount of error or fraud, and that therefore the Act of 22 & 23 Vict. c. 66, was practically nugatory or useless unless amended.

In your Lordship's observations on this Report, dated 17th February 1860, you express your apprehensions, in concurrence with the Astronomer Royal, that the mechanism of gas meters, was seriously imperfect, and not only ineffectual against intentional fraud, but even against inaccuracy or mistake, and that without some effectual amendment of the law, the whole operation would be little more than a delusion; at the same time you ask whether it is not a matter of grave doubt how far that Act can be safely adopted for the regulation of a great trade, and how far it is justifiable to give it effect without forewarning buyers and sellers of the imperfections of its enactments. These two letters were laid before Parliament, and printed in 1860 (Commons Paper 100/1860); all the further correspondence relating to the gas standards was also laid before Parliament the same Session, and printed. (*See* Commons Papers 293, 339, and 547/1860.)

293/1860, p. 2. In the Treasury Minute of 24th February 1860, my Lords sanctioned the tolerance of one-half of a cubic inch in excess or in defect in the cubic foot measurers or gas-holders, as recommended by the Astronomer Royal. This allowance was subsequently extended by Treasury Letter of 24th April 1861, on the further recommendation of the Astronomer Royal, to $\frac{1}{200}$ part or $\frac{1}{2}$ per cent., over or under in the gas measurer under comparison.

293/1860, p. 3. In the Treasury Minute of 1st March 1860, with reference to the admitted imperfection of the Gas Act of 1859, the Lords of the Treasury stated that it was a question whether it would not be expedient to repeal the Act, with a view to a careful and deliberate consideration of the whole subject; and they had considerable doubts whether it would not be preferable to leave the detection of fraud to the acuteness of individuals interested, rather than endeavour to guard against fraud by legislation in matters of such minute detail. They stated that the functions imposed upon the Treasury by the Act of 1859 were unsuitable to a central controlling department, and that the Treasury possessed in itself no means of effectually carrying out the provisions of the Act; and they referred the subject to the Board of Trade for their opinion.

293/1860, p. 7. The opinion of the Lords of the Committee of Privy Council for Trade was given on 16th March 1860. They had in the meantime conferred upon the subject with the Astronomer Royal, and with a deputation of gentlemen engaged in the manufacture of gas and of gas meters. They thought it was desirable that the sale of gas should be guarded by a legal standard, and that the Act should be allowed to come into operation in its present form, in order that the sufficiency of its provisions might be tried. This course would not exclude the adoption of any proceedings to affect the objects for which the Astronomer Royal recommended further legislation.

In the meantime, in a letter to the Treasury, dated 12th March 1860, written after his conference with the gas meter manufacturers, the Astronomer Royal stated that it had been contended that the provisions of Section 12 of "The Gas Measuring Act" did sufficiently authorise the local inspectors to examine the mechanical construction of gas meters; and he recommended, upon further consideration, that gas-measuring standards of convenient capacities of 1 foot, 5 feet, and 10 feet should be constructed.

293/1860, p. 9. In the Treasury Minute of 24th March 1860, their Lordships acted on the opinion so given by the Board of Trade. They invited the attention of manufacturers of gas meters to the devising of arrangements for facilitating the examination of the counting apparatus, and they left to the local authorities and inspectors the responsibility of exercising their powers of preventing fraud or irregularity in the sale of gas, or, if necessary, of bringing the subject before the Secretary of State for the Home Department, for the purpose of obtaining further powers for effecting this object.

The Treasury at the same time, in accordance with the recommendations of the Astronomer Royal, directed that gas-holders of the respective capacities of 1, 5, and 10 cubic feet respectively should be provided for the Exchequer as gas-measuring standards. These standards were accordingly provided, and were verified by the

339/1860, p. 8. Astronomer Royal, at the Exchequer, on 10th December 1860, and reported, to all

all intents and purposes, perfect. The Astronomer Royal, at the same time, expressed his conviction that the instruments applying to the measure of gas now furnished to the Exchequer were entirely fitted to maintain the character of our national standards.

Instructions for the mode of verification of copies of the gas-measuring standards were given by the Astronomer Royal on 25th January 1861, and 24th April 1861. 339/1860, pp. 10-13.

The several gas standards and necessary apparatus were constructed and furnished to the Exchequer by Messrs. Donkin & Co., acting under the directions of the Astronomer Royal. Copies of these gas standards were also furnished for the metropolitan cities of London, Edinburgh, and Dublin, as directed by the Act, and were verified at the Exchequer. At the recommendation of the Astronomer Royal, the Treasury, by letter dated 2d February 1861, sanctioned the temporary employment at the Exchequer of Mr. Tomkins, an engineer in the employment of Messrs. Donkin, and who was stated to have actually made all the comparisons and verifications in the construction of the gas standards. Mr. Tomkins was accordingly so employed from 7th February 1861 to 18th June 1862, when his services were discontinued by directions from the Treasury, your Lordship having, by letter dated 16th June 1862, reported that Mr. Tomkins' services might be then safely dispensed with.

In 1862 a Select Committee of the House of Commons was appointed "to consider the practicability of adopting a simple and uniform system of weights and measures, with a view not only to the benefit of our internal trade, but to facilitate our trade and intercourse with foreign countries." The Committee consisted of the following members:—Mr. W. Ewart, Mr. Sotheron Estcourt, Mr. Cobden, Mr. Adderley, Mr. Baines, Colonel Wilson Patten, Mr. J. B. Smith, Mr. Hume, Mr. St. Aubyn, Mr. Hennessy, Colonel Sykes, Mr. Mackinnon, Mr. Finlay, Mr. Greenall, Mr. Pollard Urquhart. The Report of the Committee, dated 15 July 1862, bears no signatures of the members. From the reported proceedings, the following members were present when the Report was agreed to:—Mr. Ewart (in the chair), Mr. Adderley Mr. J. B. Smith, Mr Cobden, Mr. Baines, Mr. Hume, Mr. Greenall, Colonel Sykes, and Mr. St. Aubyn. Report of Select Committee on Weights and Measures, 1862.

The Committee enumerate the anomalies of our present system of weights and measures, and state that they have sought for advocates of this system, but have found it difficult to discover them. They invite attention to the French metric system as the most simple, convenient, and scientific system of weights and measures in existence, as homogeneous in all its parts, and perfectly decimal in its multiples and divisors, and as becoming more and more an international system. Commons Paper. 411/1862. Metric system.

The French metric system is based upon the *mètre*, or the ten millionth part of the distance from the equator to the pole, as the unit of length. The *litre*, the unit of capacity, is derived from the tenth part of a mètre (the decimètre) by cubing it. The *gramme*, the unit of weight, is derived from the hundredth part of the mètre (the centimètre) by cubing it also, and filling it with water of a given temperature. The multiples of the several units are expressed by Greek numerals, the divisors by Latin numerals. The French coinage is based on the unit of weight (the gramme) the *franc* being equal to five grammes. Thus the whole system, not only of weights and measures, but of coins also, is connected and rests upon the mètre.

The Committee arrived at an unanimous conclusion that the best course to adopt is cautiously and steadily to introduce the metric system into this country, and to adopt its nomenclature also.

Their principal recommendations are, that "the use of the metric system be "rendered legal. No compulsory measures should be resorted to until they "have been sanctioned by the general conviction of the public.

"That a department of weights and measures should be established in con- "nexion with the Board of Trade for executing the several duties relating to "the standards, and for promoting the use and knowledge of the metric system." This department to be subordinate to the Government and responsible to Parliament, and to make an annual report to Parliament.

That Government should sanction the use of the metric system (together with the present one) in levying Customs Duties; and should in other ways promote its use.

The Committee add their conviction that a decimal system of money should

as nearly as possible accompany a decimal system of weights and measures. The evidence before them tended to show that the *maximum* of advantage cannot be obtained without a combination of the two.

The evidence of a considerable number of witnesses is appended to the Report. Copies of your Lordship's letter of 9th February 1859, and of the Astronomer Royal's Report of 1st February 1859, on the subject of weights and measures are also appended.

The recommendations of the Committee may be classed under three general heads:—

1. The addition to our present system of weights and measures of other units of length, weight, and capacity based on the metric system, of multiples and parts of these units on the decimal scale; the adoption of the French system of nomenclature for the new metric weights and measures.

2. The establishment of a special department of weights and measures.

3. The adoption of a decimal coinage.

Remarks on proposed metric system.

1. The metric system is proposed to be legalised; to be made permissive, not compulsory, at least at any definite period.

No direct recommendation of the establishment of Exchequer standard weights and measures, and of local standards on the metric system, in addition to those of the existing system, is made by the Committee, although the legalising of the metric system may perhaps be considered to involve, as a necessary consequence, the construction and use of metric standards.

From the earliest times the object of our laws, and of the several Commissions and Committees appointed to consider the subject, has been to create and enforce uniformity of our weights and measures. This object has never yet been attained. The Committee enumerate 10 distinct systems now used in this kingdom, besides various other diversities of weights and measures, leading to "mazes of numerical confusion." It certainly does seem that to superadd to this complicated number of systems a new system of weights and measures, based on new primary units, and not capable of easy or exact comparison with those of the present system, would greatly tend to increase and make more complicated the confusion which already exists, however desirable the metric system may be in itself, and from its facilitating transactions with other countries where it has been adopted.

But the Committee recommend the introduction of the metric system into this country cautiously and gradually, that when sanctioned by the gradual conviction of the public it may be made compulsory. It would, then, altogether supersede the present complicated system, and thus the long-attempted uniformity of weights and measures might be ultimately established. The result is certainly much to be desired; but the important question to be asked is, whether its attainment is practicable in this kingdom? Does past experience warrant the reasonable expectation that either by the general conviction of the public, or by compulsory legislation, any uniform system of weights and measures, and more particularly an entirely new system in substitution for the existing system, can be practically established? It is to be feared that the question can receive only a negative answer.

"Blackstone's Commentaries," Vol. I, pa. 274.

As to uniformity of weights and measures, Blackstone quotes the observation of Sir Edward Coke, that "though this hath so often by authority of Parliament "been enacted, yet it could never be effected, so forcible is custom with the "multitude."

The Report of Lord Carysfort's Committee of 1758 states, as "a matter "deserving attention, that for no less than 415 years, from the great Charter "to 16 Charles 2., the Statute Book abounds with Acts of Parliament, enacting, "declaring, repeating that there should be but one uniform weight and measure "throughout the kingdom, yet every statute complains that the preceding "statutes were ineffectual and the laws disobeyed."

The Committee of 1862 confess in their Report, "the silent influence of usage "has baffled the decrees of legislation, and we are still distant from the "uniformity at which we have so often, yet so vainly aimed." Mr. Henley, a gentleman of great authority and experience, who has been President of the Board of Trade, and who was examined before the Committee, states, with respect

respect to the "Weights and Measures Act" of 1835 (Q. 2991), "The present "law, so far as I recollect it, is, that there is a 40*s.* penalty on every man who "sells, a 5*l.* penalty on every man who uses, and every contract is void that is "not carried on under the existing 'Weights and Measures Act' of some 30 "years ago, but so far as my experience goes that Act is an absolute dead "letter. It does not occur to me how you can make a law more stringent." Indeed, it is a notorious fact that up to the present time the laws enforcing uniformity of weights and measures in this kingdom are wholly inoperative for this object, and that in fact no attempts are made to enforce uniformity. See 5 & 6 W. 4. ss. 6. and 21.

The Committee felt the difficulty arising from this remissness, and rely upon a comprehensive and exact system of inspection, and the establishment of an efficient central department to give force and unity to local action. But unless there is a reasonable expectation that far more stringent exertions will be made to enforce obedience to the laws relating to weights and measures, and that even if so made these exertions will prove effectual, the expediency of sanctioning the addition of the metric system to our present system, with the view of its ultimate and exclusive adoption being made compulsory, appears doubtful.

I may call your Lordship's attention to the recorded opinion of the Royal Commissioners of 1819 and to that of the Select Committee of the House of Commons in 1821, as bearing upon the metric system.

The attention of the Standard Commissioners was also specially directed to the metric system; their expressed opinion will be found in their Report of 21st December 1841.

At the present time among the Notices of Motions in the House of Commons, a notice appears for the 12th of May of the introduction of a Bill by Mr. W. Ewart, the Chairman of the Committee of last Session, "to legalize the per- "missive use of the metric system of weights and measures in this country and "its dependencies." Under these circumstances it remains for the Government and the Legislature to decide how far they are disposed to sanction the introduction of the metric system as recommended by the Committee of 1862.

2. The establishment of a special department of weights and measures was first recommended by Lord Carysfort's Committee of 1758. In the Bill to carry out the recommendations of the Committee, which passed through a Committee of the House of Commons in 1760, but was not further proceeded with, provision was contained for the appointment of four Commissioners, with an establishment of eight clerks and a sufficient number of workmen, for executing all business relating to the standards. These recommendations are quoted in the Report of the Standard Committee in 1854 (p. 16). The Committee, after stating that "they were very strongly impressed with the in- "adequacy of the present arrangements," add, "we see no remedy for this "unsatisfactory state of things except in the appointment of a permanent "scientific officer, whose business it shall be to keep a constant watch on the "state of the primary standards, the secondary Exchequer standards, the local "standards, the equipment of the Standard Office, the relation of British and "Foreign standards, and the state of the law generally as applying to standards; "and to memorialize the Government from time to time, as occasion may arise, "on any of these points." "We, therefore, recommend that a permanent "scientific officer be appointed, with adequate salary, to undertake these "duties." Proposed special department of weights and measures.

In the Report of the Astronomer Royal to your Lordship, of 1st February 1859, the importance of the appointment of a chief of the standard department is also urged, and his duties more particularly explained. This portion of the Astronomer Royal's Report is recommended in your Lordship's letter to the Treasury of 9th February 1859, to the serious attention of Her Majesty's Government, and as meriting very serious consideration. You add your opinion, that "in this manner it seems to me that many of the imperfections complained "of might be remedied, and a better security obtained for the impartial execu- "tion of the law against delinquents."

The Committee of 1862 recommend that the Department of Weights and Measures be established *in connexion with the Board of Trade.* The custody of the standards and the duties connected with them has, from the earliest periods, been entrusted to officers of the Exchequer. In ancient times many other analogous duties were executed by them as servants of the Sovereign, of all

which other duties one only, that of the custody of the trial pieces of the gold and silver coin used in trials of the pyx, now remains, and in this duty the Treasury is jointly responsible. Your Lordship has on more than one occasion expressed a doubt whether the Exchequer was now the fittest department for the performance of the duties relating to weights and measures, and when examined before the Committee on Miscellaneous Estimates in 1848, suggested the Royal Mint as a more effective department for this purpose. The Master of the Mint assigned reasons, which were held to be sufficient, for not undertaking these duties.

See Report of Royal Mint Commission, 1849, p. xv. §§ 90–94.

The expediency of the transfer to the Board of Trade of the duties imposed upon the *Treasury* by the Act of 1859, relating to the *gas-measuring standards*, was suggested by your Lordship in your letter to the Treasury of the 17th February 1860. The Lords of the Treasury, in their Minute of 1st March 1860, concurred with this suggestion, and requested the opinion of the Lords of the Committee of Privy Council for Trade on the subject. This opinion was given on 16th March 1860. The Lords of the Board of Trade considered that the several duties imposed by the Act of 1859, relating to the gas-measuring standards, both upon the Treasury and upon the Exchequer, closely resembled the duties cast upon these departments relating to the other standards of weights and measures; and that the most important of those duties imposed upon the Treasury relating to the gas-measuring standards had already been executed under their directions. They add, "My Lords, therefore, can but "think that so long as the care of the standards and the verification of official "copies of the standards of weights and measures are entrusted to the "Exchequer Office, the like functions with respect to the standards for gas "measurement will properly be executed by that office; and it appears to their "Lordships that the Board of Trade, or any other public department that "might undertake the functions now under consideration, would have to be "strengthened in order to possess a competent staff for the purpose, to the "same extent to which it may be necessary to add to the strength of the "Exchequer Office, if it performed the duties imposed upon it by the Act of "1859, and stated in detail in the Report of the Astronomer Royal."

100/1860, p. 11.

293/1860, p. 3.

Decimal coinage recommended in connexion with decimal scale of weights and measures.

3. The Committee recommend a decimal system of coinage in connexion with a decimal scale of weights and measures. There is so obvious a connexion between the decimalization of weights and measures and of coins, that the consideration of one has naturally and usually led to that of the other.

Hansard, 25th Feb. 1824.

In the year 1824, on the same day on which the "Weights and Measures Act," 5 Geo. 4. c. 74, was brought as a Bill into the House of Commons, the subject of a decimal coinage was discussed there on a motion of Sir John Wrottesley for an address to His Majesty to direct inquiries to be made for ascertaining the best mode of adapting the coinage of the realm to a decimal scale. He proposed that the coinage should consist of pounds, double shillings, and of farthings altered 4 per cent. in value, in order to bring them to a decimal calculation; and that the penny should be retained, also altered in value 4 per cent. The motion was opposed by Mr. Wallace, the Master of the Mint, on the ground that the inconveniences that would inevitably follow the change would be very great, and of a character that the expected benefits would not compensate. The proposal seems to have met with no support in the House, and was negatived.

The Standard Commissioners in their Report of 21st December 1841 (p. 5) advert to the advantage and facility of establishing in this country a decimal system of coinage, "because no circumstance whatever would contribute so "much to the introduction of a decimal scale in weights and measures, in those "respects in which it is really useful, as the establishment of a decimal coinage."

See Appendix to their Report.

The Standard Committee, whilst preparing a report on the subject of standards, addressed a letter to the Chancellor of the Exchequer, dated 26th March 1853, representing that they were strongly impressed with the advantages of a decimal system of coinage, and urgently requested the careful consideration of the subject by Her Majesty's Government at that period, when an immediate coinage of copper to a large amount was in contemplation. In their Report upon the construction of new standards they proposed with the utmost confidence that these recommendations should be immediately carried out, and stated their opinion that the introduction of a decimal system would be very easy.

These

These and other proceedings relating to a proposed decimal coinage are mentioned in the preliminary Report of the Decimal Coinage Commission, dated 4th April 1857, of which your Lordship was chairman.

Upon this subject it may be sufficient if I remind your Lordship of the following paragraph in the preliminary Report.

"The questions of the decimalization of weights and measures and of international coinage were early forced on our notice. These are questions of great importance, and upon which probably much difference will exist. But they are not, we conceive, necessarily involved in the subject of our inquiry; and it appears to us that the terms of the Commission under which we act, restrict our investigations to the practicability and expediency of introducing the decimal principle into the coinage of this country, without contemplating any change in our present system of weights and measures, and without considering the possibility or advantage of an international system of coinage." First Report, p. 114.

The final Report made after your Lordship's withdrawal from the Commission, by the two remaining members, Lord Overstone and Mr. Hubbard, and dated 5th April 1859, was not favourable to the introduction of a decimal coinage, and contained the following paragraph:—

"It does not appear desirable, under existing circumstances, while our weights and measures remain as at present, and so long as the principle on which their simplification ought to be founded is undetermined, to disturb the established habits of the people with regard to the coins now in use by a partial attempt to introduce any new principle into the coinage alone."

The present establishment of the Department of Weights and Measures is as follows:— Present establishment of Weights and Measures Department.

	Length of Service at 31st March 1863.	Scale of Salaries.			Present Salary.
		Minimum.	Annual Increase.	Maximum.	
		£.	£.	£.	£.
Superintendent, Mr. J. Bowen -	36 $\frac{1}{12}$ years	300	10	400	450*
Assistant, Mr. H. J. Chaney -	2 $\frac{10}{12}$ „	100	10	300	120
Mechanic, D. Porter - - -	1 „	78	—	78	78
				£.	648

The number of local standards of weights and measures verified and re-verified at the Exchequer in each year from 1825 to 1838, is stated in the Appendix to the Report of the Standard Commissioners, page 69. A further return was made in 1857, showing in detail the number verified since 1825, and the dates when verified and when re-verified. The total number verified and re-verified up to the year 1859 has already been referred to, as stated by the Astronomer Royal in his letter of 1st February 1859. (*See* p. 32.) The number of copies of Gas Standards verified up to March 1862, is shown in detail in the Parliamentary Returns of 1861 and 1862. The total number of Standards verified and re-verified at the Exchequer from 1825 up to the present time, is appended to this Report. 318/1857, Sess. 2. See Appendix 3. 553/1861. 117/1862.

The following fees are paid at the Exchequer for verification or re-verification of a full set of copies of the standards, in addition to the stamp duty of 3*l.* 10*s.* on the indenture, which accompanies every set of copies of the standards, except gas standards, verified at the Exchequer:— Exchequer fees for verifying copies of the standards.

	£	*s.*	*d.*
For a set of troy weights - - - - - -	1	14	—
„ avoirdupois - - - - - -	1	—	—
„ measures of capacity and length -	—	14	—
	£3	8	—
For each gas standard - - - - - -	1	—	—

The

* Specially increased by Treasury Minute 22d October 1858.

The ancient fees for verifying copies of the standards, which were payable to the Chamberlains of the Exchequer, were continued by s. 12. of the Act 5 Geo. 4. c. 74. After the abolition of the office of Chamberlains in 1826, and the transfer of their duties, first to the Auditor and subsequently to the Comptroller-General in 1834, the fees so continued became payable to the Consolidated Fund. Formerly the same fee was paid upon the verification of a single weight or measure as upon a whole set. In 1835, at the suggestion of the Comptroller-General, the Lords of the Treasury, by letter dated 17th March 1835, sanctioned the following scale of fees for verifying single weights and measures:—

	s.	*d.*
56 lbs. avoirdupois weight	7	–
28 „ „	3	6
14 „ „	2	–
Bushel measure	9	6
Half bushel	5	–
Peck	2	6
Gallon	1	6
Yard	2	6
Each smaller weight or measure	1	–

Under s. 5. of the Act 5 & 6 Will. 4. c. 63, every re-verification of copies of the standards is to be endorsed upon the original indenture, and such weights and measures are to be charged the fees of verification only.

The amount of the stamp duty and of fees received at the Exchequer in the year ended 31st March 1863 is as follows:—

	£	*s.*	*d.*	£	*s.*	*d.*
Stamps on indentures	–	–	–	122	10	–
Exchequer fees, viz., on weights and measures	98	15	6			
Gas-holders	37	–	–			
Total fees	–	–	–	135	15	6
				£258	5	6

The whole amount of fees, 135*l.* 15*s.* 6*d.*, has been duly paid to the Consolidated Fund.

The abolition of the stamp duty and the reduction of the Exchequer fees for verifying copies of the standards were recommended by the Commissioners for Restoration of the Standards (Report, sect. 69), by the Committee for Constructing new Standards (Report, sect. 67), and by the Astronomer Royal in his letter of 1st February 1859 (sect. 14). In your Lordship's letter of 9th February 1859, in reply to the Astronomer Royal, you entirely concur with him in condemning these charges as "impolitic, inexpedient," and as "a tax charged on the subject which ought not to be continued."

Concluding Remarks.

Having thus laid before your Lordship a detailed statement of the laws affecting the standards of weights and measures, and of the mode in which these laws have been carried into effect, as well as of the various measures recommended and adopted for the improvement of these laws, and their practical operation, I will, with your Lordship's permission, make some concluding practical remarks on those points which appear to require attention, and which have already been referred to as recommended by the Standard Commissioners and by your Lordship.

These are:—1. The re-verification of the Exchequer secondary or working standards.

2. The addition of other multiples and parts of the standards and units, particularly of the standard of length.
3. The improvement of the mode of verifying measures of length.
4. The authorising the greatest error to be tolerated in the comparison of standards.

1. It

Re-verification of Exchequer Standards.

1. It has been stated that the Exchequer secondary standards of length, weight, and capacity were constructed under the directions of the Treasury in pursuance of Section 11 of the Act 5 Geo. 4. c. 74. That the standards of length and weight have been in use since 1825, and the standards of capacity since 1834. That no comparison or re-verification of these standards has since been made; that no legal provision has been made for such re-verification; but that the necessity for the periodical re-verification of the standards has been urgently recommended by the Standard Commissioners, as well as by your Lordship, your opinion being that the interposition of the Legislature is required for this purpose, under the responsibility of the Executive Government. This opinion was given on 9th February 1859 to the Secretary of State for the Home Department; since this period no steps have been taken to authorise the comparison and re-verification of these standards.* It is obvious that these instruments ought to be maintained in the highest state of accuracy, they being the standards for ascertaining the accuracy of all the weights and measures in this kingdom, and the longer their re-verification is delayed, the greater is the risk of increased imperfections in these standards, and of consequent public inconvenience.

I beg to call your Lordship's attention to the fact that since the construction and deposit at the Exchequer of the new primary standards of length and weight in 1853, no comparison whatever has been authorised or made between the Exchequer secondary standards and these primary standards. The Exchequer secondary standard weights are made of brass. On the one hand there is a risk of these weights becoming light from use and friction, and on the other hand, there is a risk of their becoming too heavy by oxidation. In the construction of the new standard avoirdupois pound, six brass troy pounds, which had been compared with the lost troy standard, amongst which was the Exchequer secondary standard pound troy, were rejected as models by the Standard Committee (*see* p. 24), as having gained in weight from oxidation.

Revision of and addition to the existing Exchequer standards.

2. The revision of the standards of weight, capacity, and length, as recommended by the Standard Commissioners, may be considered under two heads.

I. The substitution of a decimal scale for the present scale of troy and avoirdupois weights.

II. The addition to the measures of capacity and of length.

Apothecaries weight. No alteration recommended by Standard Commission.

It has been already stated that the decimal scale of troy weights recommended by the Commissioners, has been established by law (*see* p. 30). This applies only to weights used in sales of bullion. The Commissioners recommended no alteration in the troy and other weights used by apothecaries in the combination of drugs, and that they might "for the present be tolerated as leading to no ambiguity." The troy weights thus used are the grain, ounce, and pound; there are also the apothecaries' weights of the scruple =20 grains, and the drachm=3 scruples, 8 drachms being equal to an ounce. But neither the scruple nor the apothecaries' drachm appears to be directly authorised by law, nor is either amongst the Exchequer standards. The apothecaries' or troy ounce weighs 480 grains, the apothecaries' drachm, being $\frac{1}{8}$ of an ounce, weighs 60 grains. The avoirdupois ounce weighs 437½ grains, and the avoirdupois drachm, $\frac{1}{16}$ of an ounce, weighs only 27⅓ grains.

Alterations under Medical Act 21 & 22 Vict. c. 90.

Under Section 4 of "The Medical Act," 21 & 22 Vict. cap. 90, the Medical Council established by that Act were authorised to publish a book containing a list of medicines and compounds, and the manner of using them, "together "with the true weights and measures by which they are to be prepared and "mixed." This book was to be called "British Pharmacopœia," and the Council were empowered to alter, amend, and republish such Pharmacopœia as often as they shall deem it necessary.

I have been informed, upon what I believe to be good authority, that the Medical Council have lately prepared a "British Pharmacopœia," the use of which is

* In answer to a question upon this subject on 29th July 1862, in the House of Commons, Sir G. Grey is reported to have said (*see* Hansard) that "the standards had been examined, some adjustment was found necessary, and measures would be taken to have them verified." It is probable that the answer of the Home Secretary was imperfectly heard or misapprehended, as no examination comparison, or adjustment whatever of the Exchequer standards has been made.

is compulsory on druggists in the United Kingdom. They had a difficulty in settling the question of weights. It is well known that wholesale druggists have been in the habit of using the pound avoirdupois instead of the apothecaries' pound, as directed in former Pharmacopœias. To obviate the difficulty the Council at first proposed to abolish the apothecaries' pound and ounce, and substitute for it the avoirdupois pound and ounce; and in order to retain the old divisions of the ounce into eight drachms of 60 grains each, they proposed to diminish the grain, so that 480 apothecaries' grains should be equal to 437½ avoirdupois grains. The alteration was thought to be objectionable on account of the confusion that would arise in changing old grains into new. The Council have now determined to limit the terms of the apothecaries' weight to grains, scruples, and drachms; the higher weights will be the avoirdupois ounce of 437½ grains, and the avoirdupois pound being 16 of such ounces.

Although there is no authority for the use of the decimal scale of apothecaries' weights and measures, it is occasionally used in medical and chemical investigations.

Proposed decimal scale of avoirdupois weights.

The mode in which the Standard Commissioners propose to substitute a decimal scale of avoirdupois weights is stated at length in their Report (section 9, p. 13). Their proposed new decimal weights have been stated in page 21 of this report.

Additions to standards of capacity, and length.

II. The proposed additions to the standard measures of capacity and of length have also been stated in page 21. Amongst these new measures of capacity, there is now, in consequence of the largely increased sale of wine since the reduction of the duty in 1861, a far more urgent want for a standard wine bottle than when it was recommended by the Commissioners in 1841. It appears to be doubtful whether it is practicable to make wine bottles of an uniform size of one-sixth of a gallon; the evidence adduced before the Standard Commissioners tending to prove that it was not then practicable according to the existing system of manufacture. But it is to be hoped that the difficulty may now be overcome, and that amongst the other improvements in the manufacture of glass since the abolition of the duty, which was the cause of the imposition of so many restrictions, means may be found for making wine bottles of a more exact and uniform size. Bottles containing an imperial quart and an imperial pint, either of wine or malt liquor, are now commonly sold, and these are capable of being measured by the imperial standards. But there is no standard whatever for the ordinary wine bottle. This test at least may be afforded for the security of the public.

There is now only one standard measure of length, the standard yard. The addition of other standards of length, being parts and multiples of the standard yard, is more imperiously called for. It seems hardly credible that with the advanced state of mechanical and scientific acquirement in this kingdom, no other standard measure of length than the yard should be established by law. Mr. Whitworth's evidence upon this subject has been already referred to. (*See* page 26).*

Instead of advancing, we have actually retrograded in our standards of length. The standard yard measure of Henry VII., now in the Exchequer, has divisions of 1, 2, 3, 4, 12, and 18 inches; and Queen Elizabeth's standard yard and ell, which

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The Micrometer, by Dr. Carpenter.

* There are now other modes of accurately measuring the minutest distances besides Mr. Whitworth's apparatus. Measurements may be made by the aid of a microscope, to the $\frac{1}{100000}$th part of an inch, by means either of the cobweb micrometer, acting by the movement of micrometer screws, or of Mr. G. Jackson's eye-piece micrometer, in which is inserted a transparent scale ruled upon glass in very minute divisions. Using in a powerful microscope one of these transparent scales with line divisions each of $\frac{1}{10000}$th of an inch, one of these divisions being subdivided into seven parts, I have myself had no difficulty in distinctly measuring lines on the shell of one of the *diatomaceæ* found in the mud of the River Thames, and ascertaining them to be very nearly $\frac{1}{70000}$th of an inch distant from each other.

The most minutely divided scale hitherto made is perhaps that known as "Nobert's Lines." These are thus described in Quekett's "Practical Treatise on the Microscope."

Quekett's "Practical Treatise on the Microscope," 3d ed. 1855, pa. 511.

M. Nobert, of Griefswold, having occupied himself for some years in the manufacture and testing of a large compound microscope, discovered that the productions of nature which had been almost exclusively used as test objects, were more or less different in the nature and arrangement of their markings. Hence he was led to the employments of such objects for comparison, the markings of which could be accurately reduced to number and measurement. For this purpose the plan adopted by M. Nobert is to etch on glass ten separate bands at equal distances. Each band is composed of parallel lines ruled at the distance of some known fraction of the old Paris line. In the first band these parallel lines are distant from each other $\frac{1}{4000}$ and in the last $\frac{1}{10000}$ of a Paris line, being equal

which were in use at the Exchequer up to the year 1825, have subdivisions marked upon each of them. It has been shown that several standard yards, with various subdivisions, have been constructed under the directions of the Astronomer Royal, and are now deposited at the Exchequer. These subdivisions, as well as any other additions to the standards that may be decided upon for adoption, require only to be authorised by Orders in Council, in pursuance of Section 6 of 18 & 19 Vict. c. 72, in order to be legalised as Exchequer secondary standards.

See p. 29.

3. The improvement of the mode of verifying measures of length, by using a line standard in place of an end standard, must necessarily accompany any authorised additions to the Exchequer standard of length, being line subdivisions of the imperial yard. For this purpose the necessary authority may be given, and the comparing apparatus (furnished, under the Astronomer Royal's directions, by Messrs. Troughton and Simms) may be fixed, proper directions for its use being supplied to the officers of the department. The same difficulty as to a convenient place for fixing it does not now exist which prevented the fixing of this apparatus in 1858. (*See* p. 32.) There appears to be ample space in the new room for the gas-measuring standards, where it may be conveniently fixed, and where there is a good light for its use.

Improved mode of verifying measures of length.

4. The Royal Commissioners have recommended that no greater error be tolerated in verifying copies of the standards than the amounts stated by them. (*See* p. 21.) Under the existing regulations the department is not authorised to

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equal to $\frac{1}{45043}$ and $\frac{1}{112613}$ of an inch respectively. There are 16 lines in the first band and 39 in the last, whilst the intermediate groups, with regard to the distance of their parallel lines, form part of a geometric series. These test-lines form a good criterion of the merits of any magnifying power from 100 to 2,000 diameters. With an object-glass of $\frac{1}{12}$ of an inch, lines may be shown $\frac{1}{75000}$ of an inch apart, as perfectly etched as those in the first band. Of all the tests yet found for object-glasses of a high power this would appear the most valuable, and one which comes nearest to the utmost limit at which the position of a line can be accurately ascertained.

The process by which these lines were marked upon glass by M. Nobert is not stated, but an ingenious method of marking a similar minute scale upon glass has since been discovered in this country.

In the "Transactions of the Microscopical Society" is contained an account of Mr. Peters' machine for microscopic writing. This paper refers to Nobert's lines, and the wonderfully minute movements which must have been effected in producing them. By means of an elaborate arrangement of levers for transmitting and diminishing movements of the hand, Mr. Peters' machine accurately records traces of those movements with a diamond point upon glass, so that they may be viewed with a microscope. The greatest power of diminishing is 6,000 times linear. With this machine Mr. Peters has written in the ordinary writing character, without abbreviation or contraction, the Lord's Prayer in a space not exceeding the $\frac{1}{1300000}$ of a square inch, the height of the letters being $\frac{1}{100000}$ of a linear inch. It is stated that with this machine there would be little practical difficulty in tracing straight and parallel lines, regular distances of $\frac{1}{100}$ of an inch being attainable with the hand, and the power of the machine diminishing these intervals 6,000 times. A series of lines $\frac{1}{6000000}$ of an inch would thus be attainable if a point could be made sufficiently fine to trace lines so close together, or any surface to receive them. In fact, the limit would seem to be fixed by the material to receive the tracing, and not to result from the inability of the machine to execute the movements.

Microscopical Trans., New Series (1855),

In these cases the lines are marked upon glass, and the scale is used in the microscope as a transparent object, which may be viewed through an object-glass of very high power and of short focus placed very close to it. The finest lines are so delicately marked upon the glass as to be quite invisible to the naked eye; and yet when seen through an object-glass of $\frac{1}{12}$ of an inch, they appear rough, uneven, and ill-defined. The case is different with the lines marked upon gold upon a length standard, and especially when sunk in a cylindrical hole, half an inch below the surface of the bar. The lines cannot be marked so finely or so clearly upon gold as with a diamond point upon glass, neither can a glass of very high power be used, for it cannot be brought near enough to the lines, as room must be left in order that sufficient light may be thrown upon the opaque object. It is probable that with the standards as at present constructed, no difference in their defining lines less than $\frac{1}{20000}$ of an inch could be seen in a single microscopical observation by the most practised eye under the most favourable circumstances.

It is true that in the numerous and elaborate observations made during the construction of the new imperial standard of length, differences of length in the several standards compared at various temperatures were recorded to the $\frac{1}{100}$ part of a division of the micrometer employed, the value of a division of which was ascertained to be ·000025287 inch. But the results thus recorded with such extreme minuteness appear to have been in each case the computed mean of several comparisons after allowing for probable errors.

Astronomer Royal's Account, p. 18.

It is obvious however that, unless in entirely exceptional cases, such as the construction of primary standards or for scientific purposes, extreme microscopical accuracy in measures of length is neither required, nor is it desirable. The object of the Exchequer standards is for the comparison and verification of local standards, by means of which all weights and measures in common use may be tested and ascertained to be sufficiently just and true for all practical purposes. This object will be best attained, not by minute microscopical measurement, but by accurate comparison by the practised eye and hand of the examining officer of the local standards with the Exchequer standards, care being taken that the Exchequer standards are themselves in a state of efficiency.

Definite allowance for error in the verification of standards to be authorised.

to tolerate any, even the slightest *deficiency* in any copy of the standards under 5 Geo. 4, c. 74; and, in fact, the slightest deficient copy is at once rejected. The tendency of this practice is therefore to cause all copies brought to the Exchequer for comparison to be slightly in excess of the standard. There is a practice in the department, for which no authority can be found, of tolerating an *excess* of not more than one cubic inch in a copy of the standard bushel, and so in proportion in the smaller vessels of capacity. There is more strictness enforced in regard to any excess in the copies of the other standards under 5 Geo. 4, c. 74. The necessity of determining by law the amount of error to be tolerated in the bullion standards has been stated as the opinion of Professor Miller. (*See* p. 30.) The amount of error to be tolerated in the copies of gas standards (viz., $\frac{1}{200}$th part, or $\frac{1}{2}$ per cent. in excess or in defect in the gas-measurer compared) has been already authorised by the Treasury at the recommendation of the Astronomer Royal. It cannot but be expedient that the amount of error to be tolerated in the comparison and verification of any copies of the Exchequer standards should be duly fixed by authority.

I have, &c.
(signed) *H. W. Chisholm,*
Chief Clerk.

The Comptroller General of the Exchequer,
&c., &c., &c.

APPENDIX.

Appendix, No. 1.

A List of the Standards now in use at Her Majesty's Exchequer.

Weights.			Measures		Gas Standards.	
	Troy.				22 & 23 Vict. c. 66.	
Avoirdupois.	5 Geo. 4, c. 74.	16 Vict. c. 29. Bullion.	Of Extension.	Of Capacity.	Weight.	Measures.
56 lbs.	1 lb.	500 oz.	Yard.	Bushel.	62,321 lbs. weight of cubic foot of distilled water at 62°.	Cubic foot bottle.
28 „	6 oz.	400 „		½ „		10 ft. gas-holder.
14 „	3 „	300 „		Peck.		5 ft. „
7 „	2 „	200 „		Gallon.		1 ft. „
4 „	1 „	100 „		½ „		
2 „	10 dwts.	50 „		Quart.		
1 „	5 „	40 „		Pint.		
8 oz.	3 „	30 „		½ „		
4 „	2 „	20 „		Gill.		
2 „	1 „	10 „		½ „		
1 „	12 grains.	5 „				
8 drms.	6 „	4 „				
4 „	3 „	3 „				
2 „	2 „	2 „				
1 „	1 „	1 „				
½ „		·5 „				
		·4 „				
		·3 „				
		·2 „				
		·1 „				
		·05 „				
		·04 „				
		·03 „				
		·02 „				
		·01 „				
		·005 „				
		·004 „				
		·003 „				
		·002 „				
		·001 „				
Total Number of Standards, 77; viz. - -	16	15	30	1	10	1	4

Appendix, No. 2.

The Secretary of the Treasury to the Chamberlains of H. M. Exchequer, or their Deputies.

My Lord and Sir, Treasury Chambers, 5 August 1825.

The Lords Commissioners of his Majesty's Treasury having had under their consideration the Acts 5 Geo. 4, c. 74, and 6 Geo. 4, c. 12, relating to the establishment of new Weights and Measures, I am commanded by their Lordships to refer you to those Acts, and to transmit to you to be deposited in your office, according to the provisions thereof and for the purposes therein mentioned, a set of Standard Weights and Measures (according to a Schedule hereunto annexed*) which my Lords have caused to be prepared in conformity with the said Acts. I am further directed, in sending these weights and measures to you, to transmit to you, for the guidance and assistance of your officers in the use of them, and in the verification of any weights and measures which may be brought to you for adjustment by the New Standard, a copy of some instructions prepared by Captain Kater, one of the Commissioners of Weights and Measures, for that purpose, together with some observations accompanying them.

I am, &c.

The Chamberlains of H.M. Exchequer, or their Deputies. (signed) *J. C. Herries.*

Directions for using the Standard Weights and Measures.

The principal standards of weight and measure about to be deposited at the Exchequer, Guildhall, Edinburgh, and Dublin, have been made with every minute attention to ensure accuracy which the present state of science admits.

They are therefore to be considered as models, to be very carefully preserved, in order to be referred to only on extraordinary occasions.

These standards consist of:

The Imperial Standard Yard.	The Imperial Gallon.
The Imperial Standard Troy Pound.	„ Bushel.
The Avoidupois Pound.	„ Quart, and
The weight of the Imperial Gallon of distilled water.	„ Pint.

For all ordinary purposes of comparison copies of the standards of weights and of those of capacity (in cases where such may be more convenient) should be employed, with the exception of that of the standard bushel, the absence of which may be advantageously supplied by the use of the gallon.

It must, however, be recollected that the spirit of the Act for "ascertaining and establishing uniformity of Weights and Measures," as well as one of the most important advantages it presents, consists in the definition of the measure of capacity, by the weight of distilled water which it shall contain. This is by far the most accurate, and will perhaps be found, in practice, to be the most ready method of determining such measures.

For this purpose the measure to be examined is to be placed in one of the pans of the balance, together with the weight of the water it is to contain, and also a piece of plane glass of a size sufficient to cover it, having a small orifice in the centre; and the whole is to be counterpoised with brass. The weight is then to be removed and the vessel filled with water, carefully detaching air-bubbles should any be formed. The temperature of the water and the height of the barometer are then to be taken, and the number of grains due to such temperature and pressure found in the annexed tables is to be added to the counterpoise, or placed in the other scale according as the sign is + or —. The glass is then to be slid upon the top of the vessel, adding a little water (if necessary) through the small aperture.

If the capacity of the vessel is correct, the whole will now be in equilibrium. This is the most accurate mode of proceeding; but, for all the usual purposes of comparison, the allowance of temperature and pressure may be neglected.

On those occasions, of rare occurrence, where it may be necessary to adopt the less precise mode of appealing to the original standard measures of capacity, the following method should be pursued:—

The imperial standard is to be slowly filled with water by means of a syphon of small bore, adding afterwards a few drops, until the water appears elevated a very little above the mouth of the standards.

The

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* Already delivered at the Exchequer.

The glass which accompanies the standard is then to be slid with its plane surface upon the mouth of the vessel, taking care to remove the water which may be driven before it, or which may have passed through its small hole in its centre.

The vessel the capacity of which is to be compared with that of the standard, is to be filled with water, and then emptied and drained.

The water contained in the standard is now to be transferred to the vessel to be compared with it, the standard being held inverted to allow as much water to drain from it as possible.

It would then be desirable to examine whether the vessel is quite full, or otherwise, by placing a plane glass upon it, as before described. No allowance is necessary for temperature, it being presumed that all the copies will be made of brass.

The imperial standard weights are never on any account to be wiped or touched with the hand; a wooden fork, which accompanies the weights, is to be used for taking them out and replacing them in their cases. An attention to this caution is most important to their preservation and accuracy.

Should it be necessary to compare other weights with either of the imperial standards, the following method is to be pursued:—

The standard weight being carefully taken from its case with the wooden fork, and placed in the balance, it is to be counterpoised with brass. When the equilibrium is perfect, the standard weight is to be removed by means of its wooden fork, and replaced by the weight about to be tried; the difference of which from the standard may be then ascertained by putting small weights in one or other of the pans of the balance.

It may not, however, be unnecessary to repeat that the original standards of weight, as well as those of capacity, are never to be used except on very rare occasions. For common purposes of comparison the copies are to be employed, the same care and precautions being taken in their use as is recommended for originals.

The imperial standard yard, with steel terminations, is intended for common use, no particular care being necessary, except to keep the steel from rust, by occasionally applying a little oil.

York Gate, Regent's Park, (signed) *Henry Kater.*
2 July 1825.

Corrections for Temperature on the Gallon.

Temperature of the Water.	Correction in Grains.	Difference for one Degree.
50°	+ 35·45	—
51°	+ 33·97	1·48
52°	+ 32·21	1·76
53°	+ 30·18	2·03
54°	+ 27·88	2·30
55°	+ 25·30	2·58
56°	+ 22·46	2·84
57°	+ 19·36	3·10
58°	+ 16·00	3·36
59°	+ 12·38	3·62
60°	+ 8·50	3·88
61°	+ 4·38	4·12
62°	—	4·38
63°	— 4·62	4·62
64°	— 9·49	4·87
65°	— 14·60	5·11
66°	— 19·94	5·34
67°	— 25·52	5·58
68°	— 31·33	5·81
69°	— 37·38	6·05
70°	— 43·65	6·27

Corrections for the Barometer.

Barometer.	Correction in Grains.	Barometer.	Correction in Grains.
In.		In.	
29·0	+ 2·50	30·0	0·00
29·1	+ 2·21	30·1	— 0·25
29·2	+ 1·97	30·2	— 0·49
29·3	+ 1·72	30·3	— 0·74
29·4	+ 1·48	30·4	— 0·98
29·5	+ 1·20	30·5	— 1·2
29·6	+ 0·98	30·6	— 1·48
29·7	+ 0·74	30·7	— 1·72
29·8	+ 0·49	30·8	— 1·97
29·9	+ 0·25	30·9	— 2·21
30·0	+ 0·00	31·0	— 2·50

H. Kater, Esq., to *J. C. Herries*, Esq., M. P.

Sir, York Gate, Regent's Park, 5 July 1825.

In addition to the directions for using the new standards which I have had the honour to communicate, I trust the Lords Commissioners of his Majesty's Treasury will not deem the following remarks obtrusive.

The definition of the gallon by the weight of distilled water it contains appears to be the most important advantage presented by the late Act for "ascertaining and establishing uniformity of weights and measures." By means of this, every individual possessing weights has it in his power to verify at pleasure measures of capacity; and the facility thus afforded must, it is presumed, powerfully tend to produce that uniformity contemplated by the Legislature, by causing the standard gallon to be speedily adopted as the most convenient unit of capacity throughout the kingdom.

The

The principle thereof, of determining the measure of capacity by the weight of water it should contain, cannot be too strongly urged; and I would submit that the Exchequer, &c., be directed to examine all measures of capacity in this manner, in order that the principle may the sooner become generally known.

An idea seems to prevail that the standards of weight and of linear measure have been changed by the late Act; but the fact is, that they remain the same as heretofore, the Commissioners of Weights and Measures having constantly kept in view the expediency of making no alternation but such as appears to them to be absolutely necessary to obviate confusion. So far, indeed, from having made any such change, they have been careful to provide for the preservation of the existing standards, by multiplying accurate copies of them, and have defined the avoirdupois pound, which had never before been recognised by the Legislature.

Such being the fact, it becomes a question whether there exists any necessity for counties, &c. to provide themselves with new standards of weight or of linear measure; but it may nevertheless be desirable that their standard weights now in use should be re-examined, in order to ascertain that they have sustained no injury by wear.

Copies of the weight of the imperial gallon of distilled water might, however, be provided, in order to facilitate, as far as may be possible, the determination of the measure of capacity by a method the general adoption of which appears so very desirable.

I have, &c.
(signed) *Henry Kater.*

J. C. Herries, Esq., M.P.
&c. &c. &c.

Appendix, No. 3.

Number of STANDARDS tested for the first time at the EXCHEQUER, and Number of STANDARDS re-verified since the passing of the Act 5 Geo. 4, c. 74, and under the Acts 16 Vict. c. 29 (Bullion) and 22 and 23 Vict. c. 66 (Gas).

	NUMBER OF STANDARDS TESTED FOR THE FIRST TIME.							NUMBER OF RE-VERIFICATIONS.				
For use in	Length.	Weight.	Capacity.	Bullion Weights.	Gasholders.			Length.	Weight.	Capacity.	Bullion Weights.	Gasholders.
					10 ft.	5 ft.	1 ft.					
England - -	617	16,612	6,557	472	96	27	4	384	9,738	4,250	56	The Act does not provide for any re-verification.
Wales - -	33	1,051	374	–	–	–	–	20	386	229	–	
Scotland - -	94	1,970	790	–	8	12	–	40	630	323	–	
Ireland - -	97	1,903	867	–	4	2	–	26	346	283	–	
Private use - -	7	505	99	–	–	–	–	–	52	–	–	
British Isles of Man and Jersey.	2	17	11	–	–	–	–	–	–	–	–	
Colonies and Foreign.	63	1,140	696	–	–	–	–	–	–	–	–	
TOTALS - -	913	23,198	9,394	472	108	41	4	470	11,152	5,085	56	—

MEMORANDUM.—The above-stated Weights and Measures have been verified and certified in 1,355 indentures. The increased proportion of the number of re-verifications, as compared with the Return dated January 1859, has been caused by the operation of Section 1 of the 22 & 23 Vict. c. 56, which enacts that no copies of the Standard Weights shall be legal unless compared or re-verified every five years, and copies of the Standard Measures every 10 years.

No just idea can be formed from the above Return of the number of local Standards actually re-verified, as compared with the number required by law to be re-verified, as in many instances new Weights and Measures have been substituted for the old Weights and Measures requiring re-verification, and have been certified under the old indenture, and these new Standards have not yet required re verification under the terms of the 22 & 23 Vict. c. 56. Indeed it is a common practice, with regard to the smaller weights, to substitute new weights for such as require re-adjustment and re-verification.

It has also frequently happened that sets of Weights and Measures have been verified at the Exchequer for the use of towns and parishes, and that subsequently these sets have fallen into disuse, those of the county or district having been used in their stead. These disused sets have, therefore, not required re-verification.

NOTE.—March 1864.

The total number of places for which Standards have been verified at the Exchequer since the passing of the Act 5 Geo. 4, c. 74, is - - -	757
The total number of private persons for whom Standards have been so verified - - - - - - - - - - - - - -	29
In All - - -	786

The term "Place" includes counties and their districts, cities, boroughs, towns, parishes, liberties, manors, isles, colonies, dependencies, foreign countries, and three Government Departments.

Most counties have more than one set of Standards, thus the county of Berks has seven, each set being accompanied by an indenture.

No Standards are now verified at the Exchequer for private persons.

NOTES for the Committee on Weights and Measures, 1862; by *George Biddell Airy*, Astronomer Royal.

1. I was Chairman of the Commission appointed to consider the steps to be taken for the restoration of the National Standards. The Commission was appointed in 1838, and made its Report in 1841.

2. I was also Chairman of the Commission appointed to superintend the construction of the New Standards. The Commission was appointed in 1843, and made its Report in 1854.

3. In both these employments, but especially in the former, I had occasion to consider the convenience or inconvenience of existing scales of weight and measure, and have reflected on them much since that time.

4. Before entering on the general subject, it may be well to consider the limitations on the power actually possessed by a Government in regard to change of scales of weight and measure.

5. Any mere enactment would be nugatory. It appears to me that a Government, in order to introduce a new measure or weight, must take the following steps.

6. Material representatives of the new measure, &c., or of the principal members of a new system of measures, &c., must be presented to the notice of the people in such numbers that familiarity with the thing would be unavoidable.

7. The new names also must be introduced in a great many documents which, in ordinary life, are read by a great many people.

8. By penal enactment the use of other measures, &c. must be forbidden.

9. The exhibition of representatives, as in No. 6, can scarcely be effected at all, except in such things as milestones upon Turnpike Roads and Railways.

10. The British Government have so few transactions with their people, that they would have little influence for the introduction of a name, as in No. 7.

11. In ordinary retail business the interference of Government would be intolerable.

12. The action of penal laws could not be enforced in one instance in a thousand; in that one it would be insupportably oppressive.

13. The expense which must be incurred in forcing any change would present a serious difficulty.

14. It appears to me that the general subject may be divided under the three following heads, viz.:

(I.) Assimilation of British Weights and Measures to Foreign Weights and Measures.

(II.) Introduction of Decimal Scale.

(III.) Alterations of the existing scales in special points, without general reference to either of those just mentioned.

(I.) Assimilation of British Weights and Measures to Foreign Weights and Measures.

15. I entirely discourage any change in this direction.

16. The number of persons whose daily business makes it necessary for them to convert British Weights and Measures into Foreign Weights and Measures, or *vice versâ*, though it may appear great to an inquirer passing through the offices of a large merchant, is in the aggregate very small.

17. I have no means of knowing the number of such persons, but I should be surprised if it exceeded 2,000, or one clerk to ten thousand of the general population.

18. The gain of change to that one clerk would be very small; inasmuch as, by use of proper tables, &c., the existing inconvenience is trifling.

19. But the inconvenience of change to every one of the ten thousand would be excessively great, so great that I doubt the possibility of effecting the change.

20. In

20. In single factories, where the masters have thought it desirable (either because they have numerous French workmen, or for special convenience) to introduce foreign measures, as the metrical, it is done without difficulty; because the eyes of the masters and foremen are upon every operation, and because a competent number of standards is supplied to them.

21. Neither of these facilities attaches to legislative action upon the mass of the people.

22. The only step which I believe to be worthy of consideration is the following. If there should appear independent reason for introducing a special order of succession of denominations (as, for instance, that of Decimal Scale), then the existence of Decimal Scale in other countries would greatly strengthen the reasons for introducing a similar scale in this country, without necessarily making the units the same; because all the units of one country would be in the same proportion to all the corresponding units of the other country, and the conversion from one system to the other would be extremely easy.

23. I do not think that this remark really applies to anything but coinage.

24. If it appears that actions at law arise upon contracts expressed in foreign measures, &c., I think it proper that the Executive should ascertain the relation between the principal British and foreign standards in their respective classes, and that the Legislature should recognise that relation.

II. Introduction of Decimal Scale.

25. The peculiar value of Decimal Scale consists in the great facility which it presents for the operations of addition in long columns, multiplication, division, and computations by the rule of three.

26. Where these operations are not often used, I do not consider the Decimal Scale superior to any other; and I consider it inferior to some others, as the continued Binary Scale.

27. The criteria which I have mentioned, as determining the advantage of using Decimal Scale, apply in a remarkable degree to denominations of money.

28. Moreover, the Executive, by coining the money, places in the hands of every person in the kingdom the material symbols of the denominations of money.

29. The existing English system of moneys appears to me peculiarly adapted to the introduction of Decimal Scale; because it already possesses three of the four requisite members (the pound, the florin, the farthing, which is sensibly $\frac{1}{1000}$ part of the pound), and because the lowest coin in ordinary use or computation is a member of the scale (whereas, in America the cent is too large and is subdivided, and in France the centime is too small and scarcely ever appears).

30. For these several reasons,—namely, convenience in use (No. 27), power of Government to make the change (No. 28), facility of change (No. 29),—I strongly advocate Decimal Coinage.

31. But even for this very desirable object, and with this great facility, it is necessary to consider whether the popular mind is ripe for the change.

32. Measures of length are added together in long columns, especially in the surveyor's operation of spirit-levelling.

33. But no legislative measure is required to give the surveyors the advantage of Decimal Scale.

34. The surveyors have taken it themselves, dividing the foot, for these purposes, into 100 parts; and every surveyor's levelling staff is decimally divided.

35. Measures of length used in land measure (always expressed by multiples of the land-chain) are multiplied together.

36. No legislative measure has been required here for introducing the Decimal Scale.

37. Surveyors have introduced it, dividing the chain into 100 links; and no other subdivision of measure of length is ever used in land measure.

38. In computations connected with the assay and purchase of bullion, multiplication and the rule of three are extensively used.

39. The Mint and Bank authorities, supported by the bullion-dealers generally,

procured an Act of Parliament legalising the use of centesimal divisions of the troy ounce (the usual standard weight for bullion).

40. In the Custom House operations for computing the allowance for tare on French silk ribbons and similar objects, the rule of three is constantly used.

41. The Custom House officers have provided themselves with weights in centesimal division of the avoirdupois pound.

42. These instances show that, whenever Decimal Scale is judged to be advantageous, the persons who propose to use it introduce it without any difficulty, and without requiring the initiatory action of the Legislature.

43. I am not aware that, in any other subject of measure, &c., the smallest convenience would be introduced by the Decimal Scale.

44. The ordinary divisions of land measure are a remarkable instance of the little desire commonly felt for the use of decimal divisions in that subject.

45. The surveyor's calculations always, in the first instance, exhibit the areas in acres and decimal subdivisions of the acre. But I never heard of any private person desiring to keep them in that form; the decimal parts are always converted into roods ($\frac{1}{4}$ acre) and square poles ($\frac{1}{40}$ rood); so that, in fact, the binary subdivision is adopted by an overt act of preference.

46. There would be no advantage whatever in introducing Decimal Scale in liquid measures or grain measures.

47. They are never sold or measured in subdivisions, but by integers only.

48. In retail consumption, the peculiar advantages of Decimal Scale (No. 25) cannot in the nature of things exist.

49. It is to be presumed that in mere retail matters mankind have, by almost infinite practice, fixed on what they like best.

50. The influence of the Government, which cannot introduce everywhere the material measures required for a different scale, would be powerless against this feeling.

51. In the transactions even of scientific men, the following history will show that the Decimal Scale is not a very great favourite, and that popular feeling may compel its withdrawal.

52. The French Board of Longitude, in the year 1824, published Damoiseau's Lunar Tables, using the centesimal division of the quadrant and centesimal subdivisions of the grade.

53. I have used these Tables very extensively, in the immense Reduction of Lunar Observations, and have used the centesimal division of the quadrant, &c. in many other calculations, and can assert most positively that they diminish the labour of calculation in a very great degree.

54. Nevertheless, the French Board of Longitude was compelled to destroy the centesimal impression of Damoiseau's Tables, and to substitute for it an impression in sexagesimal scale—the proportion of the successive denominations being 12, 30, 60, 60, 60.

55. I consider this to be the greatest retrograde step ever made in science; but I think that it ought not to be put out of sight in estimating the policy of introducing Decimal Scale.

III. Alterations of the Existing Scales in Special Points, without reference either to Foreign Weights and Measures or to Decimal Scales.

56. It appears to me that the practice of mankind as regards their selection of scales of multiples and subdivisions, in every subject which I have examined, may be described thus:

57. For each particular subject to which measure, &c. is applied, some one measure, &c. is adopted as the standard. Then the multiples of this measure, &c. are taken on the Decimal Scale, and the subdivisions are taken on the Binary Scale.

58. These subdivisions are taken without any regard to their coincidence or non-coincidence with inferior measures, &c.

59. The coasting sailor uses the league, $\frac{1}{2}$ league, $\frac{1}{4}$ league, without regard to miles or yards.

The traveller uses the mile, $\frac{1}{2}$ mile, $\frac{1}{4}$ mile, furlong, and never combines with them the yard or the foot.

The

The sailor, in sounding, uses the fathom, $\frac{1}{2}$ fathom, $\frac{1}{4}$ fathom, and thinks of no other measure.

The vendor of drapery uses the yard, $\frac{1}{2}$ yard, $\frac{1}{4}$ yard, &c., down to the nail, without regard to inches.

The joiner uses multiples of inches to a large number, and subdivides the inch to $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, $\frac{1}{16}$.

60. The ton is frequently divided only to $\frac{1}{2}$ and $\frac{1}{4}$, without further reference. The cwt. is often so divided down to $\frac{1}{8}$.

The stone of 14 lbs., which is almost universally the standard weight for flour and all kinds of meal, potatoes, &c., is divided into $\frac{1}{2}$, $\frac{1}{4}$, &c., down to $\frac{1}{16}$, which last weight (14 oz. avoirdupois) is in Scotland called the "meal-pound." ["Westminster Review," No. XXXI., January 1832, page 60.]

The avoirdupois pound is divided into $\frac{1}{2}$, $\frac{1}{4}$, &c., down to $\frac{1}{256}$ (the drachm).

61. The quarter, coomb, bushel, peck, gallon, quart, pint, gill are in binary subdivisions down to $\frac{1}{256}$.

62. In instances like those of No. 59, it is very little important whether the relation between the standards adopted for the different measures (for instance, the mile and the yard) be or be not simple, provided that it be ascertained.

63. I once recommended the substitution of a measure of 2,000 yards instead of the mile of 1,760 yards, not only because it is decimal, but also because it approaches very near to one minute of a degree on the earth's surface, because it corresponds to the nautical mile, and because the Government possess the power (through the turnpike roads and the railways) of exhibiting the material symbols of the measure.

64. But the inconvenience arising, from the circumstance that 2,000 yards cannot be measured by the ordinary land chain of 22 yards, would be so great that I now doubt the expediency of such a course.

65. I also once recommended the substitution of a weight of 100 lbs. instead of 112 lbs.; and I think that in certain cases (as at the Custom House, where the duty on large weights of tea, &c. is charged not by the cwt. but by the lb.) it might be convenient.

66. But, viewing the small connexion which really exists between the use of the cwt. and the use of the lb., I now doubt the expediency of that substistution.

67. It is right to state that the troy pound is practically expelled. The ancient national standard of weight was the troy pound, but at the recommendation of the Commission of 1838, who urged strongly that the troy pound is not used for any purpose whatever (not even for bullion), the avoirdupois pound was adopted for the new national standard of weight.

68. On the whole, I think it best to leave the weights and measures undisturbed. It is desirable that there should be general licence to subdivide any recognised measure or weight both on the Binary and on the Decimal Scale; and, if there is any doubt as to the legal validity of such subdivision, it ought to be expressly sanctioned.

Royal Observatory, Greenwich,
24 April 1862.

G. B. Airy.

STANDARD WEIGHTS AND MEASURES.

COPIES of a LETTER from the Comptroller General of the Exchequer to the Treasury, dated 3 June 1863, transmitting a REPORT on the EXCHEQUER STANDARDS of WEIGHT and MEASURE, dated 27 April 1863, by Mr. *Chisholm*, Chief Clerk in the Office of the Comptroller General of the Exchequer, together with a Copy of this REPORT; and, of a MEMORANDUM by the Astronomer Royal, dated 24 April 1862, containing NOTES for the COMMITTEE on WEIGHTS and MEASURES, 1862.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
11 *March* 1864.

SUGAR.

RETURN to an Order of the Honourable The House of Commons, dated 1 March 1864;—*for*,

AN ACCOUNT, "for the Years 1862 and 1863, of the Quantity of SUGAR Imported into and Consumed in the UNITED KINGDOM (in continuation of Paper marked (A.) SUGAR, 1801—1861, printed on Pages 302, 303, and 307 of the REPORT of the Select Committee on the SUGAR DUTIES (1862)."

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*,
5 *April* 1864.

STATEMENT showing the Quantities of SUGAR of the several Sorts, Imported into the UNITED and showing also the Quantities entered for

	QUANTITIES IMPORTED.				
		UNREFINED SUGAR.			
	Refined Sugar and Sugar Candy.	White Clayed, or equal thereto.	Yellow Muscovado and Brown Clayed, or equal thereto.	Brown Muscovado and Sugar not equal to Yellow Muscovado or Brown Clayed Sugar.	TOTAL.
Year 1862:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
British West India Islands	9	93	929,548	1,931,112	2,860,753
British Guiana	74	4,484	354,478	645,056	1,004,018
Mauritius	43	9,155	426,018	251,260	686,433
British East Indies	2,909	20,802	215,097	171,504	407,403
Cuba	2,838	46,411	1,215,781	890,316	2,152,508
Porto Rico	-	2	359,258	79,261	438,521
Dutch Guiana	-	-	12,010	86,761	98,771
Brazil	8	10,032	120,258	1,132,811	1,263,101
Siam	-	-	13,132	6,420	19,552
Java	5	1,122	35,940	16,696	53,758
Philippine Islands	-	-	60	345,354	345,414
Holland	158,295	525	14,319	57,227	72,071
Belgium	63,651	-	18,490	46,736	65,226
France	95,260	93	63,463	283,966	347,522
Other Parts	1,370	708	9,907	58,525	69,140
ALL PARTS	324,462	93,427	3,787,759	6,003,005	9,884,191
Year 1863:					
British West India Islands	240	37	846,783	1,788,037	2,634,857
British Guiana	199	8,228	412,295	566,505	987,026
Mauritius	214	19,864	1,075,192	540,613	1,635,671
British East Indies	178	155	65,478	227,644	293,277
Cuba	21,091	26,113	1,117,887	969,687	2,113,687
Porto Rico	-	-	427,165	118,279	545,444
Dutch Guiana	-	55	8,283	69,132	77,470
Brazil	18	889	50,435	1,140,076	1,191,400
Siam	-	59	5,653	3,123	8,835
Java	-	27	3,419	3,308	6,754
Philippine Islands	1	-	4	831,506	831,510
Holland	119,195	2	4	2,014	2,020
Belgium	49,737	-	5,765	77,568	83,333
France	105,694	33	10,608	193,621	204,262
Other Parts	1,022	616	17,611	90,749	108,976
ALL PARTS	297,589	56,078	4,046,582	6,621,862	10,724,522

SUMMARY SHOWING SORTS

Refined Sugar and Sugar Candy -

Unrefined Sugar:

First Quality:—White Clayed, or equal thereto -

Second Quality:—Yellow Muscovado and Brown Clayed, or equal thereto -

Third Quality:—Brown Muscovado, and Sugar not equal to Yellow Muscovado or Brown Clayed Sugar.

TOTAL of Unrefined Sugar - - - *Cwts.*

Sugar of all kinds, Refined and Unrefined -

KINGDOM, in each of the Years 1862 and 1863, with the COLONIES and COUNTRIES whence received, Home Consumption in the same Years.

	QUANTITIES ENTERED FOR HOME CONSUMPTION.					
		UNREFINED SUGAR.				
Sugar of all kinds, Refined and Unrefined.	Refined Sugar and Sugar Candy.	White Clayed, or equal thereto.	Yellow Muscovado and Brown Clayed, or equal thereto.	Brown Muscovado, and Sugar not equal to Yellow Muscovado, or Brown Clayed Sugar.	TOTAL.	Sugar of all kinds, Refined and Unrefined.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
2,860,762	9	34	903,766	1,893,795	2,797,595	2,797,604
1,004,092	70	1,691	295,914	623,734	921,339	921,409
686,476	40	3,690	415,259	264,126	683,075	683,115
410,312	1,214	18,447	213,798	215,434	447,679	448,893
2,155,346	79	20,173	1,080,882	894,800	1,995,855	1,995,934
438,521	- -	4	388,838	84,667	473,509	473,509
98,771	- -	- -	10,085	75,921	86,006	86,006
1,263,109	8	10,225	110,784	1,013,090	1,134,099	1,134,107
19,552	- -	- -	11,549	3,452	15,001	15,001
53,763	5	226	52,370	21,220	73,816	73,821
345,414	- -	- -	- -	295,149	295,149	295,149
230,366	145,464	42	9,242	45,213	54,497	199,961
128,877	57,885	- -	18,827	45,940	64,767	122,652
442,782	64,679	101	50,188	251,422	301,711	366,390
70,510	195	303	20,822	81,909	103,034	103,229
10,208,653	269,648	54,936	3,582,324	5,809,872	9,447,132	9,716,780
2,635,097	11	35	844,216	1,840,821	2,685,072	2,685,083
987,225	138	849	357,776	560,427	919,052	919,190
1,635,885	91	8,490	859,627	451,598	1,319,715	1,319,806
293,455	1,020	1,044	143,665	171,729	316,438	317,458
2,134,778	104	11,591	1,018,950	967,195	1,997,646	1,997,750
545,444	- -	- -	21,788	116,103	437,891	437,891
77,470	- -	55	9,360	79,533	88,948	88,948
1,191,418	9	343	57,621	1,064,531	1,122,495	1,122,504
8,835	- -	59	7,263	3,137	10,459	10,459
6,754	- -	30	3,572	123	3,725	3,725
831,511	1	- -	11	335,836	335,847	335,848
121,215	93,580	485	5,480	14,375	20,340	113,920
133,070	46,800	- -	5,765	77,749	83,514	130,314
309,956	108,928	33	18,265	217,103	235,401	344,329
109,998	230	219	7,673	65,661	73,553	73,783
11,022,111	250,912	23,143	3,661,032	5,965,921	9,650,096	9,901,008

OR QUALITIES OF SUGAR.

Quantites Imported.		Quantities Entered for Home Consumption.	
1862.	1863.	1862.	1863.
Cwts. 324,462	*Cwts.* 297,589	*Cwts.* 269,648	*Cwts.* 250,912
93,427	56,078	54,936	23,143
3,787,759	4,046,582	3,582,324	3,661,032
6,003,005	6,621,862	5,809,872	5,965,921
9,884,191	10,724,522	9,447,132	9,650,096
10,208,653	11,022,111	9,716,780	9,901,008

SUGAR: 1862 AND 1863.

An Account showing the Quantity of Sugar Annually Consumed in the United Kingdom, with the Average Rate and Aggregate Amount of Duty Collected thereon; also the Average Price, inclusive and exclusive of the Duty, and the Average Quantity Consumed by each Individual of the Population, for the Years 1862 and 1863 respectively.

YEARS.	Quantity of Sugar Consumed in the United Kingdom.	Net Revenue accruing from Sugar after the Deduction of Drawbacks and Repayments.	Average Rate of Duty per Cwt. Paid by the Consumer.	Average Price per Cwt. in Bond.	Average Price per Cwt. inclusive of Duty.	Population of the United Kingdom.	Average Quantity Consumed by each Individual of the Population.
	Cwts.	£.	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£.	*Lbs.*
1862 - - -	9,379,819	6,215,346	– 13 3	1 2 6	1 15 9	29,410,000	36
1863 - - -	9,452,794	6,249,815	– 13 7	1 1 10	1 15 5	29,610,000	36

Office of the Inspector General of Imports and Exports, Custom House London, 2 April 1864.

John A. Messenger.

SUGAR.

ACCOUNT, for the Years 1862 and 1863, of the Quantity of Sugar Imported into and Consumed in the United Kingdom, &c.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed,* 5 *April* 1864.

163.

Under 1 *oz.*

SUGAR, &c.

RETURN to an Order of the Honourable The House of Commons, dated 12 February 1864;—*for*,

A TABULAR RETURN, "showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption, together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom, in each Year, from 1844 to 1863, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign SUGAR (Ordinary Yellow Havannah), for the same Series of Years:"

"ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845 to 1863, inclusive; distinguishing the Quantities Imported from each Colony and each Possession in each Year:"

"Similar ACCOUNT of the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country:"

"ACCOUNTS of the Quantity of REFINED SUGAR and SUGAR CANDY Imported into the UNITED KINGDOM in the Years 1848 to 1863, respectively; stating the Quantity retained for Home Consumption, the Rates of Duty Paid, and the Quantity Exported:"

"And, of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the UNITED KINGDOM in the Years 1844 to 1863, respectively (in continuation of Parliamentary Paper, No. 272, of Session 1863)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
25 *April* 1864.

RETURN, showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption; together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom, in each Year, from 1844 to 1863, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign Sugar (Ordinary Yellow Havannah), for the same Series of Years.

QUANTITIES of SUGAR Imported into the UNITED KINGDOM.

YEARS.	BRITISH WEST INDIA.		MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.									TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.	
							Admitted as not being the Produce of Slave Labour.								Other Foreign Sugar.			
																	Of British Possessions.	Foreign.
	Cwts.		Cwts.		Cwts.		Cwts.								Cwts.	Cwts.	Cwts.	Cwts.
1844	2,452,778		540,620		1,101,261		7,516								777,900	4,880,075	31,525	
To 14 Mar.	241,626		196,772		273,981		23,293											
1845	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.		Equal to White Clayed.	Not equal to White Clayed.						743,314	5,820,890	216,154	
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.		Cwts.	Cwts.									
From 14 Mar.	136	2,612,248		519,401	24,832	1,039,973		923	144,391									
							To 18 Aug.	726	153,771						617,266			
							The Growth of any Foreign Country.											
							If Imported directly from such Country.								Otherwise Imported.	5,622,507	5,751	90,797
								Equal to White Clayed.	Not equal to White Clayed.						—			
								Cwts.	Cwts.						Cwts.			
1846	476	2,146,887	23	845,175	32,844	1,399,430	From 18 Aug.	26,465	384,650						14,794			
								41,018	2,350,467						17,496	8,209,527	11,941	84,324
1847	4,821	3,196,006	224	1,193,347	24,202	1,382,952	To 12 July	5,906	700,631						120,934			
								Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.								
								Cwts.	Cwts.	Cwts.								
1848	2,179	2,793,132	216	886,068	54,273	1,278,474	From 12 July	42,693	956,782	28,643						6,869,931	31,114	195,643
1849	6,256	2,833,655	742	897,073	70,818	1,403,656		43,533	1,604,244	77,372						6,937,349	55,794	248,598
1850	2,000	2,585,420	580	1,002,716	43,678	1,306,618		57,218	1,163,141	130,164						6,291,535	12,675	345,194
1851	3,346	3,062,014	37	999,999	23,235	1,547,599		89,193	2,009,517	197,594						7,932,534	31,490	417,051
1852	11,134	3,391,417	977	1,121,018	68,107	1,235,543		79,983	907,052	81,530						6,896,761	4,406	299,512
1853	2,564	2,828,160	1,232	1,250,975	95,047	1,128,912		65,871	1,671,764	239,765						7,284,290	15,617	319,478
	To 5 July	1,853	1,338,292	6,686	1,026,861	11,813	354,584											
1854			Not equal to White Clayed.	Not equal to Brown Clayed.		Not equal to White Clayed.	Not equal to Brown Clayed.											
			Cwts.	Cwts.		Cwts.	Cwts.											
	From 5 July	*2,101	890,806	1,211,234	2,591	243,354	382,127	19,961	261,445	138,875						9,112,364	5,959	399,555
1855	6,010	1,166,409	1,755,252	2,033	549,308	811,791	13,374	553,939	164,782							7,324,133	11,747	413,676
1856	3,399	1,253,280	1,560,999	10,243	834,423	802,590	55,173	666,967	508,289							7,761,240	5,170	182,041
1857	9,171	1,286,132	1,664,806	30,249	555,196	598,885	25,148	585,784	570,606							8,390,696	533	328,589
1858	11,794	1,440,424	2,046,853	48,853	501,755	535,893	34,570	454,825	306,917							9,010,796	204	386,635
1859	1,131	996,654	2,137,501	38,955	510,411	619,975	55,273	513,305	376,176							9,098,544	856	261,605
1860	10,183	1,076,364	2,289,493	14,056	636,243	513,433	7,507	442,964	331,142							8,817,277	922	344,089
1861	2,473	1,182,104	2,510,572	12,092	886,430	605,439	22,706	387,943	355,076							10,399,405	4,059	241,795
1862	4,577	1,284,975	2,589,222	9,154	426,019	251,260	20,803	218,070	178,870							9,884,191	3,053	321,409
1863	3,906	1,260,411	2,357,483	19,864	1,676,192	540,616	460	71,044	239,337							10,724,522	910	296,679

QUANTITIES of SUGAR retained for Actual Consumption in the UNITED KINGDOM.

YEARS.	BRITISH WEST INDIA and MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.											TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.	
					Admitted as not being the Produce of Slave Labour.										Other Foreign Sugar.			
																	Of British Possessions.	Foreign.
	Cwts.		Cwts.		Cwts.										Cwts.	Cwts.	Cwts.	Cwts.
1844	3,054,139		1,045,206		11										87	4,129,443	6	
To 14 Mar.	272,630		115,095		74													
1845	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.		Equal to White Clayed.	Not equal to White Clayed.								53	4,856,624	16	
	Cwts.	Cwts.	Cwts.	Cwts.		Cwts.	Cwts.											
From 14 Mar.	31	3,275,480	22,114	1,093,967		1,075	76,105											
					To 18 Aug.	21,517									64			
					The Growth of any Foreign Country.													
					If Imported directly from such Country.										Otherwise Imported.	5,220,248	4,798	13,610
						Equal to White Clayed.	Not equal to White Clayed.								—			
						Cwts.	Cwts.								Cwts.			
1846	611	3,175,989	36,000	1,404,909	From 18 Aug.	12,898	568,253								7			
						12,822	961,167								30	5,779,508	9,335	16,795
1847	4,638	3,618,428	16,336	1,165,587	To 12 July	990	949,724								14			
						Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.										
						Cwts.	Cwts.	Cwts.										
1848	2,512	3,569,069	39,625	1,310,126	From 12 July	3,184	257,402	9,650								6,142,296	20,925	25,266
1849	7,177	4,047,804	85,094	1,269,134		3,189	469,383	23,906								5,905,687	59,860	15,277
1850	2,596	3,783,406	45,999	1,351,096		16,678	804,289	87,428								6,091,492	15,046	101,389
1851	2,246	3,594,622	35,115	1,222,523		65,983	1,229,694	83,364								6,233,547	35,994	302,155
1852	11,692	4,672,637	28,320	1,503,692		86,130	572,432	23,964								6,898,867	5,052	268,939
1853	5,766	4,373,715	114,691	1,246,682		38,321	1,311,304	182,354								7,272,833	10,942	203,814
	8,683	2,634,906	28,679	688,616														
1854		Not equal to White Clayed.	Not equal to Brown Clayed.		Not equal to White Clayed.	Not equal to Brown Clayed.												
		Cwts.	Cwts.		Cwts.	Cwts.												
	1,642	815,349	1,138,484	6,961	197,362	68,785										8,028,758	9,975	293,674
1855	1,859	1,620,784	2,551,611	10,387	525,787	227,286										7,259,148	10,112	277,897
1856	2,910	1,850,089	2,481,948	4,630	531,565	323,578										6,813,470	1,444	256,601
1857	19,196	1,555,569	1,857,206	17,070	573,044	483,333										7,121,590	377	297,551
1858	38,785	1,885,234	2,697,289	5,083	377,256	369,482										8,490,256	326	255,914
1859	26,577	1,473,781	2,694,381	62,573	553,870	317,876										8,641,920	781	241,598
1860	11,832	1,501,176	2,702,774	7,213	415,761	372,178										8,506,882	605	264,509
1861	8,409	2,001,451	2,821,470	4,642	306,186	247,137										8,937,302	909	242,769
1862	5,415	1,525,442	2,676,323	18,384	212,387	214,825										9,111,622	1,280	266,917
1863	3,539	1,912,945	2,689,221	932	143,549	178,176										9,202,523	1,267	249,004

YEARS.	Net Revenue from Duties on Sugar of all Sorts.	Average Prices per Cwt. of Muscovado Sugar, exclusive of Duty.			Average Prices per Cwt. of Havannah Sugar (Ordinary Yellow), exclusive of Duty.
		British West India.	Mauritius.	British East India.	
	£	s. d.	s. d.	s. d.	s. d.
1844	5,203,270	33 8	32 10	35 1	21 8
1845	3,574,471	32 11	31 10	33 5	16 4
1846	3,896,780	34 5	33 6	34 8	
1847	4,405,237	28 3	30 4	27 -	25 1
1848	4,557,337	23 6	23 3	25 4	21 4
1849	3,912,170	25 4	25 1	27 4	22 8
1850	3,884,441	26 1	25 -	27 3	21 2
1851	3,979,141	25 6	26 2	25 10	23 5
1852	3,893,656	22 5	23 -	23 10	21 11
1853	4,083,836	24 6	24 8	26 10	24 5
1854	4,741,757	22 6	21 8	24 2	23 2
1855	5,058,500	25 1	24 3	28 -	26 7
1856	5,129,646	30 -	29 3	31 5	31 6
1857	5,055,034	36 11	36 -	37 5	38 -
1858	5,848,170	27 6	26 3	26 2	29 7
1859	5,935,909	26 7	26 2	27 7	28 6
1860	5,833,494	27 5	28 1	29 8	29 4
1861	6,104,325	24 5	26 3	24 1	26 6
1862	6,215,346	22 3	24 4	22 9	22 9
1863	6,249,815	21 7	22 11	21 7	22 -

(continued)

* Since the equalisation of the duties on 5th July 1854, the entries of Sugar imported or admitted to consumption have ceased to distinguish its origin; but this being indicated with sufficient precision by the place of shipment, which the entries specify as formerly, the present Return is continued without alteration in its form.

RETURN, showing the Quantities of Sugar of the several Sorts imported into the United Kingdom, and the Quantities retained for Home Consumption; together with the Rates of Duty, &c.—*continued.*

RATES OF DUTY ON SUGAR, PER CWT., 1844 TO 1863.

UNREFINED SUGAR.

BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed).

YEARS.	Equal to White Clayed.	Not equal to White Clayed.
	Per cwt. £. s. d.	
1840: from 15 May (additional 5 per cent.)	1 5 2¾	
1844: from 10 Nov.	"	
	£. s. d.	£. s. d.
1845: from 14 March	– 16 4	– 14 –
1846: from 18 Aug.	"	"
1847: from 5 July	"	"
1848: from 12 July	– 15 2	– 13 –
1849: from 5 July	– 14 –	– 12 –
1850: from 5 July	– 12 10	– 11 –
1851: from 5 July	– 11 8	– 10 –
1852: from 5 July	"	"
1853: from 5 July	"	"
1854: from 9 May	– 13 5	– 11 6
1854: from 5 July	"	"
1855: from 21 April	"	"
1856	"	"
1857: from 5 April	"	"
1858	"	"
1859	"	"
1860	"	"
1861	"	"
1862	"	"
1863	"	"

EAST INDIA.

YEARS.	Of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited, and Imported from thence.		Of any other British Possession within those Limits, and Imported from thence.	
	Per cwt. £. s. d.		*Per cwt.* £. s. d.	
1840: from 15 May (additional 5 per cent.)	1 5 2¾		1 13 7½	
1844: from 10 Nov.	"		"	
	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1845: from 14 March	– 16 4	– 14 –	1 1 9	– 18 8
1846: from 18 Aug.	"	"	1 – 5	– 17 6
1847: from 5 July	"	"	– 19 10	– 17 –
1848: from 12 July	– 18 4	– 15 9	– 18 6	– 17 –
1849: from 5 July	– 16 11	– 14 6	– 17 –	– 15 6
1850: from 5 July	– 15 5	– 13 3	– 15 6	– 14 –
1851: from 5 July	– 14 –	– 12 –	– 14 –	– 13 –
1852: from 5 July	– 13 5	– 11 6	– 13 –	– 12 –
1853: from 5 July	– 12 10	– 11 –	– 12 –	– 11 –
1854: from 9 May	– 11 10	– 10 –	– 11 –	– 10 –
1854: from 5 July	– 11 –	– 10 –	– 11 –	– 10 –
1855: from 21 April	– 13 9	– 12 –	– 13 9	– 12 –
1856	– 13 9	– 12 –	– 13 9	– 12 –
1857: from 5 April	– 13 10	– 12 8	– 13 10	– 12 8
1858	– 13 10	– 12 8	– 13 10	– 12 8
1859	– 13 10	– 12 8	– 13 10	– 12 8
1860	– 13 10	– 12 8	– 13 10	– 12 8
1861	– 13 10	– 12 8	– 13 10	– 12 8
1862	– 13 10	– 12 8	– 13 10	– 12 8
1863	– 13 10	– 12 8	– 13 10	– 12 8

FOREIGN (Brown, Muscovado, or Clayed).

YEARS.	*Per cwt.* £. s. d.	The Growth of any Foreign Country, the Sugar of which Her Majesty has declared to be admissible, as not being the Produce of Slave Labour.		Other Foreign Sugar,
		£. s. d.		£. s. d.
1840: from 15 May (additional 5 per cent.)	3 6 1½	1 15 8½		3 6 1½
1844: from 10 Nov.	"	"		"
		Equal to White Clayed.	Not equal to White Clayed.	
		£. s. d.	£. s. d.	
1845: from 14 March		1 8 –	1 3 4	3 3 –
1846: from 18 Aug.		The Growth of any Foreign Country.		
1847: from 5 July		If Imported directly from such Country.		Otherwise Imported.
		Equal to White Clayed.	Not equal to White Clayed.	
		£. s. d.	£. s. d.	£. s. d.
1848: from 12 July		1 4 6	1 1 –	2 2 –
1849: from 5 July		1 3 4	1 – –	"
1850: from 5 July				
1851: from 5 July				
1852: from 5 July				
1853: from 5 July				
1854: from 9 May				
1854: from 5 July				
1855: from 21 April				
1856				
1857: from 5 April				
1858				
1859				
1860				
1861				
1862				
1863				

REFINED SUGAR AND SUGAR CANDY.

REFINED SUGAR (FOREIGN).

YEARS.	*Per cwt.* £. s. d.
1840: from 15 May (additional 5 per cent.)	8 16 4½
1844: from 10 Nov.	"
1845: from 14 March	
1846: from 18 Aug.	
1847: from 5 July	
1848: from 12 July	
1849: from 5 July	
1850: from 5 July	
1851: from 5 July	
1852: from 5 July	
1853: from 5 July	
1854: from 9 May	
1854: from 5 July	
1855: from 21 April	
1856	
1857: from 5 April	
1858	
1859	
1860	
1861	
1862	
1863	

BROWN SUGAR CANDY (FOREIGN).

YEARS.	*Per cwt.* £. s. d.
1840: from 15 May (additional 5 per cent.)	5 17 7½
1844: from 10 Nov.	"
1845: from 14 March	
1846: from 18 Aug.	
1847: from 5 July	
1848: from 12 July	
1849: from 5 July	
1850: from 5 July	
1851: from 5 July	
1852: from 5 July	
1853: from 5 July	
1854: from 9 May	
1854: from 5 July	
1855: from 21 April	
1856	
1857: from 5 April	
1858	
1859	
1860	
1861	
1862	
1863	

WHITE SUGAR CANDY (FOREIGN).

YEARS.	*Per cwt.* £. s. d.
1840: from 15 May (additional 5 per cent.)	8 16 4½
1844: from 10 Nov.	"
1845: from 14 March	
1846: from 18 Aug.	
1847: from 5 July	
1848: from 12 July	
1849: from 5 July	
1850: from 5 July	
1851: from 5 July	
1852: from 5 July	
1853: from 5 July	
1854: from 9 May	
1854: from 5 July	
1855: from 21 April	
1856	
1857: from 5 April	
1858	
1859	
1860	
1861	
1862	
1863	

Of any British Possession in America, of Mauritius, or of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited.

YEARS.	Not equal to Double Refined.	Equal to Double Refined.	Candy, Brown.	Candy, White.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1845: from 14 March	– 18 8	1 1 –	1 6 –	1 15 –
1846: from 18 Aug.	"	"	"	"
1847: from 5 July	"	"	"	"
1848: from 12 July	– 18 8	1 1 –	1 6 –	1 15 –
1849: from 5 July	– 18 8	1 1 –	1 6 –	1 15 –
1850: from 5 July	– 18 8	1 1 –	1 6 –	1 15 –
1851: from 5 July	– 18 8	1 1 –	1 6 –	1 15 –
1852: from 5 July	– 18 8	1 1 –	1 6 –	1 15 –
1853: from 5 July	– 18 8	1 1 –	1 6 –	1 15 –
1854: from 9 May	– 18 8	1 1 –	1 6 –	1 15 –
1854: from 5 July	– 18 8	1 1 –	1 6 –	1 15 –
1855: from 21 April	– 18 8	1 1 –	1 6 –	1 15 –
1856	– 18 8	1 1 –	1 6 –	1 15 –
1857: from 5 April	– 18 8	1 1 –	1 6 –	1 15 –
1858	– 18 8	1 1 –	1 6 –	1 15 –
1859	– 18 8	1 1 –	1 6 –	1 15 –
1860	– 18 8	1 1 –	1 6 –	1 15 –
1861	– 18 8	1 1 –	1 6 –	1 15 –
1862	– 18 8	1 1 –	1 6 –	1 15 –
1863	– 18 8	1 1 –	1 6 –	1 15 –

OF OTHER ORIGIN.

YEARS.	Refined.	Candy, Brown.	Candy, White.
	£. s. d.	£. s. d.	£. s. d.
1845: from 14 March	8 8 –	5 12 –	8 8 –
1846: from 18 Aug.	"	"	"
1847: from 5 July	"	"	"
1848: from 12 July	8 8 –	5 12 –	8 8 –
1849: from 5 July	8 8 –	5 12 –	8 8 –
1850: from 5 July	8 8 –	5 12 –	8 8 –
1851: from 5 July	8 8 –	5 12 –	8 8 –
1852: from 5 July	8 8 –	5 12 –	8 8 –
1853: from 5 July	8 8 –	5 12 –	8 8 –
1854: from 9 May	8 8 –	5 12 –	8 8 –
1854: from 5 July	8 8 –	5 12 –	8 8 –
1855: from 21 April	8 8 –	5 12 –	8 8 –
1856	8 8 –	5 12 –	8 8 –
1857: from 5 April	8 8 –	5 12 –	8 8 –
1858	8 8 –	5 12 –	8 8 –
1859	8 8 –	5 12 –	8 8 –
1860	8 8 –	5 12 –	8 8 –
1861	8 8 –	5 12 –	8 8 –
1862	8 8 –	5 12 –	8 8 –
1863	8 8 –	5 12 –	8 8 –

Of any British Possession in America, of Mauritius, or any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited.

YEARS.	Not equal to Double Refined.	Double Refined and Candy.
	£. s. d.	£. s. d.
1845: from 14 March	– 18 8	1 1 –
1846: from 18 Aug.	"	"
1847: from 5 July	"	"
1848: from 12 July	– 18 8	1 1 –
1849: from 5 July	– 18 8	1 1 –
1850: from 5 July	– 18 8	1 1 –
1851: from 5 July	– 18 8	1 1 –
1852: from 5 July	– 18 8	1 1 –
1853: from 5 July	– 18 8	1 1 –
1854: from 9 May	– 18 8	1 1 –
1854: from 5 July	– 18 8	1 1 –
1855: from 21 April	– 18 8	1 1 –
1856	– 18 8	1 1 –
1857: from 5 April	– 18 8	1 1 –
1858	– 18 8	1 1 –
1859	– 18 8	1 1 –
1860	– 18 8	1 1 –
1861	– 18 8	1 1 –
1862	– 18 8	1 1 –
1863	– 18 8	1 1 –

Of British Possessions within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is not prohibited.

YEARS.	Not equal to Double Refined.	Double Refined and Candy.
	£. s. d.	£. s. d.
1845: from 14 March	1 3 4	1 6 3
1846: from 18 Aug.	1 2 8	1 5 6
1847: from 5 July		
1848: from 12 July		
1849: from 5 July		
1850: from 5 July		
1851: from 5 July		
1852: from 5 July		
1853: from 5 July		
1854: from 9 May		
1854: from 5 July		
1855: from 21 April		
1856		
1857: from 5 April		
1858		
1859		
1860		
1861		
1862		
1863		

The Growth of any Foreign Country.

YEARS.	If Imported directly from such Country. Not equal to Double Refined.	If Imported directly from such Country. Double Refined and Candy.	Otherwise Imported. Refined or Candy.
	£. s. d.	£. s. d.	£. s. d.
1845: from 14 March	1 8 –	1 11 6	3 3 –
1846: from 18 Aug.	1 6 8	1 10 –	3 3 –
1847: from 5 July			
1848: from 12 July			
1849: from 5 July			
1850: from 5 July			
1851: from 5 July			
1852: from 5 July			
1853: from 5 July			
1854: from 9 May			
1854: from 5 July			
1855: from 21 April			
1856			
1857: from 5 April			
1858			
1859			
1860			
1861			
1862			
1863			

FOREIGN SUGAR.

Of any British Possession into which the Importation of Foreign Sugar is prohibited.

YEARS.	Equal to White Clayed.	Not equal to White Clayed.
	£. s. d.	£. s. d.
1848: from 12 July	– 15 2	– 13 –
1849: from 5 July	– 14 –	– 12 –
1850: from 5 July	– 12 10	– 11 –
1851: from 5 July	– 11 8	– 10 –
1852: from 5 July	"	"
1853: from 5 July	"	"
1854: from 9 May	– 13 5	– 11 6
1854: from 5 July	"	"
1855: from 21 April	"	"
1856	"	"
1857: from 5 April	"	"
1858	"	"
1859	"	"
1860	"	"
1861	"	"
1862	"	"
1863	"	"

OF OTHER BRITISH POSSESSIONS.

YEARS.	Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.
	£. s. d.	£. s. d.	£. s. d.
1848: from 12 July	– 18 4	– 17 –	– 15 9
1849: from 5 July	– 16 11	– 15 8	– 14 6
1850: from 5 July	– 15 5	– 14 4	– 13 3
1851: from 5 July	– 14 –	– 13 –	– 12 –
1852: from 5 July	– 13 5	– 12 5	– 11 6
1853: from 5 July	– 12 10	– 11 10	– 11 –
1854: from 9 May	– 14 $9\frac{3}{10}$	– 13 $7\frac{3}{10}$	– 12 $7\frac{3}{10}$
1854: from 5 July	On all Sorts, of whatever Growth, and whencesoever Imported.		
	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.
	£. s. d.	£. s. d.	£. s. d.
1855: from 21 April	– 14 –	– 12 –	– 11 –
1856	– 17 6	– 15 –	– 13 9
1857: from 5 April	– 17 6	– 15 –	– 13 9
1858	– 16 –	– 13 10	– 12 8
1859	– 16 –	– 13 10	– 12 8
1860	– 16 –	– 13 10	– 12 8
1861	– 16 –	– 13 10	– 12 8
1862	– 16 –	– 13 10	– 12 8
1863	– 16 –	– 13 10	– 12 8

FOREIGN.

YEARS.	Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.
	£. s. d.	£. s. d.	£. s. d.
1848: from 12 July	1 1 7	1 – –	– 18 6
1849: from 5 July	– 19 10	– 18 6	– 17 –
1850: from 5 July	– 18 1	– 17 –	– 15 6
1851: from 5 July	– 16 4	– 15 6	– 14 –
1852: from 5 July	– 15 2	– 14 6	– 13 –
1853: from 5 July	– 14 –	– 13 –	– 12 –
1854: from 9 May	– 16 $1\frac{9}{10}$	– 14 $11\frac{4}{10}$	– $9\frac{6}{10}$
1854: from 5 July	On all Sorts, of whatever Growth, and whencesoever Imported.		
	£. s. d.		
From 5 July	– 17 4		
From 2 August	– 16 –		
1855: from 21 April	1 – –		
1856	1 – –		
1857: from 5 April	– 18 4		
1858	– 18 4		
1859	– 18 4		
1860	– 18 4		
1861	– 18 4		
1862	– 18 4		
1863	– 18 4		

Of any British Possession into which the Importation of Foreign Sugar is prohibited.

YEARS.	£. s. d.
1848: from 12 July	– 17 4
1849: from 5 July	– 16 –
1850: from 5 July	– 14 8
1851: from 5 July	– 13 4
1852: from 5 July	"
1853: from 5 July	"
1854: from 9 May	– 15 4
1854: from 5 July	
1855: from 21 April	
1856	
1857: from 5 April	
1858	
1859	
1860	
1861	
1862	
1863	

OF OTHER BRITISH POSSESSIONS.

YEARS.	£. s. d.
1848: from 12 July	1 2 –
1849: from 5 July	1 – 4
1850: from 5 July	– 18 8
1851: from 5 July	– 17 –
1852: from 5 July	– 16 4
1853: from 5 July	– 15 4
1854: from 9 May	– 17 $7\frac{6}{10}$
1854: from 5 July	
1855: from 21 April	
1856	
1857: from 5 April	
1858	
1859	
1860	
1861	
1862	
1863	

FOREIGN.

YEARS.	£. s. d.
1848: from 12 July	1 6 8
1849: from 5 July	1 4 8
1850: from 5 July	1 2 8
1851: from 5 July	1 – 8
1852: from 5 July	– 19 4
1853: from 5 July	– 17 4
1854: from 9 May	– 19 $11\frac{2}{16}$
1854: from 5 July	
1855: from 21 April	
1856	
1857: from 5 April	
1858	
1859	
1860	
1861	
1862	
1863	

JOHN A. MESSENGER.

N ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies, British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845–1863, both inclusive, distinguishing the Quantities Imported from each Colony and Possession in each Year;—also, the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country.

–SUGAR Imported from the *British West Indies, British Guiana, Mauritius*, and the *British* Possessions in the *East Indies*.

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854: To 5 July.	1854: From 5 July.	1854: Total.
REFINED SUGAR, the Produce of British Possessions:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
ntigua	209,971	102,644	240,199	161,890	188,980	123,845	200,109	185,639	202,408	76,298	*	
arbadoes	351,484	302,496	469,021	403,309	488,619	524,651	583,830	743,010	580,050	316,238		
ominica	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,575	57,293	25,015		
renada	71,249	76,931	104,951	89,662	82,499	92,803	121,378	125,008	93,668	27,150		
amaica	742,855	572,875	751,408	627,008	633,471	574,796	627,768	511,247	441,197	160,694		
Iontserrat	10,286	5,316	7,657	39	63	1,607	7,675	2,427	—	—		
evis	30,858	26,665	41,833	19,093	24,622	15,508	33,309	33,489	38,104	9,063		
t. Christopher	122,773	90,075	149,096	79,971	93,183	70,717	121,681	93,626	100,999	61,543		
t. Lucia	71,250	63,562	88,368	61,154	67,404	53,903	69,928	73,484	66,969	24,228		
t. Vincent	132,673	129,870	175,615	144,116	158,186	139,567	163,409	176,591	137,802	43,899		
obago	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,939	8,503		
ortola	6,175	6,342	8,285	2,434	928	1,406	2,815	161	—	—		
rinidad	364,152	353,293	393,523	391,655	424,183	366,214	441,756	483,853	481,112	158,392		
ahamas	- -	- -	- -	- -	- -	- -	- -	- -	- -	101		
ermudas	- -	- -	- -	2	254	—	—	—	—	—		
emerara	499,102	252,449	522,389	570,030	515,179	470,107	511,837	739,120	510,748	392,464		
erbice	120,575	73,307	112,777	133,144	62,476	55,192	73,930	99,178	61,945	36,583		
TOTAL from the British West Indies and British Guiana	2,853,995	2,147,347	3,199,814	2,794,987	2,839,888	2,586,429	3,064,793	3,398,760	2,830,234	1,340,171		
om Mauritius	716,173	845,197	1,193,571	886,282	897,815	1,003,296	999,237	1,121,996	1,252,208	1,033,546		
British Possessions in the East Indies; viz.—												
Bengal Presidency						1,133,977	1,251,425	982,845	869,084	97,322		
Madras Presidency	1,333,895	1,427,586	1,397,026	1,328,230	1,465,905	170,202	282,026	281,707	293,050	239,752		
Bombay Presidency						- -	2	- -	2	11		
Penang						45,511	32,425	37,430	61,820	26,459		
Ceylon	2,866	3,480	7,557	4,228	8,308	1	4,874	1,667	- -	2,853		
Singapore	1,678	1,208	2,569	288	257	606	81	- -	2	—		
AGGREGATE of the Importations from the British Possessions enumerated above	4,908,607	4,424,818	5,800,537	5,014,015	5,212,173	4,940,022	5,634,863	5,824,405	5,306,400	2,740,114		
REFINED SUGAR, of Foreign Produce:												
ntigua	42	- -	60	1	4	15	125	23	5	—		
rbadoes	1	- -	- -	5	511	- -	10	2	10	5		
ominica	- -	- -	- -	- -	- -	- -	- -	18	—	—		
renada	3	- -	- -	- -	4	47	3	—	—	—		
maica	12	8	131	313	8	223	55	12	11	205		
ontserrat	979	- -	615	—	—	—	—	—	—	—		
evis	- -	49	501	- -	5	10	- -	- -	93	—		
. Christopher	- -	947	1,280	387	469	- -	349	604	920	409		
. Lucia	- -	4	3	- -	- -	- -	2	2	12	—		
. Vincent	- -	- -	- -	- -	- -	14	- -	2	4	—		
obago	- -	- -	- -	- -	- -	- -	- -	- -	11	—		
rtola	1,002	444	- -	- -	- -	- -	255	—	—	—		
rinidad	- -	- -	2	18	216	6	16	4	8	—		
hamas	1,669	3,356	- -	1,607	—	—	—	—	—	—		
rmudas	- -	- -	- -	- -	561	- -	833	—	—	—		
merara	- -	- -	1	2	603	2,591	9,379	8,521	10,964	3,485		
rbice	- -	- -	366	- -	1	23	54	4	688	—		
TOTAL from the British West Indies and British Guiana	3,708	4,808	2,959	2,333	2,382	2,929	11,081	9,192	12,726	4,104		
om Mauritius	60	- -	368	41	25	14	1,032	68	61	571		
British Possessions in the East Indies; viz.—												
Bengal Presidency						6	467	173	542	185		
Madras Presidency	1,530	37,463	3,206	1,308	5,234	31	- -	2	76	10		
Bombay Presidency						13,110	8,128	2	699	1		
Penang						—	—	—	—	—		
Ceylon	- -	- -	- -	8	—	—	—	—	—	—		
Singapore	689	925	10,507	5,432	3,090	6,983	6,002	58	102	2,486		
AGGREGATE of the Importations from the British Possessions enumerated above	5,987	43,196	17,040	9,122	10,731	23,073	26,710	9,495	14,206	7,357		

(*continued*)

Since 5th July 1854, Sugar, of whatever growth, has been subject to a uniform scale of duties, and all distinctions in respect of origin have, by a necessary consequence, ceased to be observed in the Entries at the Custom House. In the foregoing Account of Importations, therefore, Sugar the produce of the British Possessions and Sugar of Foreign Produce cannot be shown separately after the date above-mentioned. The Importations of Sugar, irrespectively of the distinction of Origin, are exhibited in a continuous annual series to the close of the year 1863, in the following page (6).

1.—SUGAR Imported from the *British West Indies, British Guiana,* - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853
UNREFINED SUGAR of British and Foreign Produce, conjointly:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts*
Antigua - - -	210,013	102,644	240,259	161,891	188,984	123,860	200,234	185,662	202,4
Barbadoes - - -	351,485	302,496	469,021	403,314	489,130	524,651	583,840	743,012	580,0
Dominica - - -	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,593	57,2
Grenada - - -	71,252	76,931	104,951	89,662	82,503	92,850	121,381	125,008	93,6
Jamaica - - -	742,867	572,883	751,539	627,321	633,479	575,019	627,823	511,259	441,2
Montserrat - - -	11,265	5,316	8,272	39	63	1,607	7,675	2,427	-
Nevis - - - -	30,858	26,714	42,334	19,093	24,627	15,518	33,309	33,489	38,1
St. Christopher - -	122,773	91,022	150,376	80,358	93,652	70,717	122,030	94,230	101,9
St. Lucia - - -	71,250	63,566	88,371	61,154	67,404	53,903	69,930	73,486	66,9
St. Vincent - - -	132,673	129,870	175,615	144,116	158,186	139,581	163,409	176,593	137,8
Tobago - - -	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,9
Tortola - - -	7,177	6,786	8,285	2,434	928	1,406	3,070	161	-
Trinidad - - -	364,152	353,293	393,525	391,673	424,399	366,220	441,772	483,857	481,1
Bahamas - - -	1,669	3,356	- - -	1,607	- -	- -	- -	- -	-
Bermudas - - -	- - -	- - -	- - -	2	815	- -	833	- -	-
Demerara - - -	499,102	252,449	522,390	570,032	515,782	472,698	521,216	747,641	521,7
Berbice - - -	120,575	73,307	113,143	133,144	62,477	55,215	73,984	99,182	62,6
TOTAL from the British West Indies and British Guiana	2,857,703	2,152,155	3,202,773	2,797,320	2,842,270	2,559,358	3,075,874	3,407,952	2,842,9
From Mauritius - -	716,233	845,197	1,193,939	886,323	897,840	1,003,310	1,000,269	1,122,064	1,252,2
British Possessions in the East Indies; viz.—									
Bengal Presidency -						1,133,983	1,251,892	983,018	869,6
Madras Presidency -	1,335,425	1,465,049	1,400,232	1,329,538	1,471,139	170,233	282,026	281,709	293,1
Bombay Presidency -						13,110	8,130	2	7
Penang - -						45,511	32,425	37,430	61,8
Ceylon - -	2,866	3,480	7,557	4,236	8,308	1	4,874	1,667	-
Singapore - -	2,367	2,133	13,076	5,720	3,347	7,589	6,083	58	1
AGGREGATE of the Importations from the British Possessions enumerated above -	4,914,594	4,468,014	5,817,577	5,023,137	5,222,904	4,963,095	5,661,573	5,833,900	5,320,6

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1854: To July.	1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
76,298	168,209	244,507	219,939	203,991	203,801	238,458	196,701	185,586	163,648	258,405	202,483
316,243	350,221	666,464	592,562	632,442	583,622	754,235	591,368	647,051	794,117	701,255	649,969
25,015	33,300	58,315	55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568
27,150	68,531	95,681	66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181
460,899	344,781	505,680	450,282	371,319	422,772	535,098	428,925	520,808	523,676	553,013	514,555
-	38	38	455	1,764	283	785	3,376	328	2,917	5,117	6,647
9,063	25,600	34,663	33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424
61,952	78,890	140,842	111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691
24,228	48,805	73,033	65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711
43,899	98,561	142,460	98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,288	136,253
8,503	35,925	44,428	39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533
- -	1,382	1,382	- -	- -	- -	- -	- -	- -	- -	1,748	—
158,392	378,855	537,247	418,902	483,078	442,476	549,626	538,150	530,533	530,009	687,300	600,482
101	- -	101	- -	- -	- -	4,500	191	- -	4,514	670	—
- -	- -	- -	2	- -	2	- -	- -	- -	2,922	- -	360
395,949	410,513	806,462	675,636	596,941	691,735	678,625	736,655	777,368	923,796	873,588	889,087
36,583	55,196	91,779	85,457	75,603	112,745	95,201	59,958	107,122	124,306	130,429	97,939
3,344,275	2,098,807	3,443,082	2,915,368	2,810,564	2,945,635	3,496,894	3,127,648	3,375,610	3,690,297	3,864,771	3,621,883
1,034,117	628,072	1,662,189	1,363,132	1,647,257	1,184,329	1,086,501	1,169,341	1,163,732	1,503,961	686,433	1,635,671
97,507	260,558	358,065	446,931	655,413	661,527	463,659	550,126	364,976	419,637	101,006	14,315
239,762	117,821	357,583	219,082	460,355	422,175	258,421	283,080	289,034	250,228	207,710	218,566
12	5	17	42	26,353	9,724	626	868	1,038	1,163	45	343
26,459	31,228	57,687	64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.	—	—
2,853	1,706	4,559	727	2	1,173	3	4,009	4	5	1	2
2,486	4,568	7,054	446	15,876	41,702	18,484	34,119	29,779	79,203 (including Penang).	98,641	60,051
747,471	3,142,765	5,890,236	5,010,555	5,684,668	5,311,333	5,377,705	5,230,225	5,300,217	5,944,494	4,958,607	5,550,831

1.—Sugar Imported from the *British West Indies, British Guiana,* - - - - -

	1845.		1846.		1847.		1848.		1849.		1850.		1851.	
REFINED SUGAR AND SUGAR CANDY:	Of British Possessions. — *Cwts.*	Foreign. — *Cwts.*	Of British Possessions. — *Cwts.*	Foreign. — *Cwts.*	Of British Possessions. — *Cwts.*	Foreign. — *Cwts.*	Of British Possessions. — *Cwts.*	Foreign. — *Cwts.*	Of British Possessions. — *Cwts.*	Foreign. — *Cwts.*	Of British Possessions. — *Cwts.*	Foreign. — *Cwts.*	Of British Possessions. — *Cwts.*	r *Cwts.*
Antigua	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Barbadoes	2	-	-	2	1	-	3	-	-	-	7	-	1	-
Jamaica	-	-	-	-	-	-	-	1	2	1	2	1	1	-
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Vincent	-	-	-	-	-	-	-	-	1,109	-	-	-	11	-
Trinidad	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bahamas	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bermudas	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Demerara	-	-	-	-	150	-	52	-	695	1	52	-	47	
Berbice	-	-	-	-	2	-	-	-	-	-	-	-	-	-
TOTAL from the British West Indies and British Guiana	2	-	-	2	153	-	55	1	1,806	2	61	1	60	
From Mauritius	-	-	-	-	277	-	192	1	277	-	142	-	28	-
British Possessions in the East Indies; viz.—														
Bengal Presidency											12,471	6	31,142	
Madras Presidency											-	-	258	
Bombay Presidency	19	1	5,750	1	11,511	4	30,865	14	53,710	2,381	-	-	-	-
Penang											1	—	—	
Ceylon	-	-	-	-	-	-	-	-	-	-	-	-	2	-
Singapore	-	-	-	-	-	1	-	1	-	1	-	1	-	-
AGGREGATE of the Importations from the British Possessions enumerated above	21	1	5,750	3	11,941	5	31,112	17	55,793	2,384	12,675	8	31,490	
SUGAR of all Sorts, collectively:														
Antigua	210,013		102,644		240,259		161,891		188,984		123,860		200,234	
Barbadoes	351,487		302,498		469,022		403,317		489,130		524,658		583,841	
Dominica	57,883		52,700		65,452		58,000		48,565		51,816		60,239	
Grenada	71,252		76,931		104,951		89,662		82,503		92,850		121,381	
Jamaica	742,867		572,883		751,539		627,322		633,482		575,022		627,824	
Montserrat	11,265		5,316		8,272		39		63		1,607		7,675	
Nevis	30,858		26,714		42,334		19,093		24,627		15,518		33,309	
St. Christopher	122,773		91,022		150,376		80,358		93,652		70,717		122,030	
St. Lucia	71,250		63,566		88,371		61,154		67,404		53,903		69,930	
St. Vincent	132,673		129,870		175,615		144,116		159,295		139,581		163,420	
Tobago	62,709		38,822		69,240		53,480		51,276		44,297		45,129	
Tortola	7,177		6,786		8,285		2,434		928		1,406		3,070	
Trinidad	364,152		353,293		393,525		391,673		424,399		366,220		441,772	
Bahamas	1,669		3,356		-		1,607		-		-		-	
Bermudas	-		-		-		2		815		-		833	
Demerara	499,102		252,449		522,540		570,084		516,478		472,750		521,264	
Berbice	120,575		73,307		113,145		133,144		62,477		55,215		73,984	
TOTAL from the British West Indies and British Guiana	2,857,705		2,152,157		3,202,926		2,797,376		2,844,078		2,589,420		3,075,93	
From Mauritius	716,233		845,197		1,194,216		886,516		898,994		1,003,452		1,000,29	
British Possessions in the East Indies; viz.—														
Bengal Presidency											1,146,460		1,283,04	
Madras Presidency											170,233		282,28	
Bombay Presidency	1,335,445		1,470,800		1,411,747		1,360,417		1,526,353		13,110		8,13	
Penang											45,512		32,42	
Ceylon	2,866		3,480		7,557		4,236		8,308		1		4,87	
Singapore	2,367		2,133		13,077		5,721		3,348		7,590		6,08	
AGGREGATE of the Importations from the British Possessions enumerated above	4,914,616		4,473,767		5,829,523		5,054,266		5,281,081		4,975,778		5,693,08	

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1852.		1853.		1854:				1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
				To 5 July.		From 5 July.										
f tish ses- ns.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Without distinction of Produce.	Total.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
- -	- -	- -	- -	- -	- -	1	1	- -	1	1	1	—	—	—	—	—
594	- -	2	1	1	- -	- -	1	5	1	1	1	3	6	1	- -	4
-	4	- -	2	- -	- -	- -	- -	- -	- -	- -	- -	1	- -	2	4	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2	—
- -	- -	- -	- -	- -	33	- -	33	- -	- -	- -	- -	2	1	3	- -	232
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	66	2	2
- -	- -	- -	1	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2	—
73	4	90	- -	30	- -	42	72	215	72	114	42	45	161	61	69	199
-	- -	4	- -	1	- -	- -	1	4	10	- -	- -	6	6	14	4	—
667	8	96	4	32	33	43	108	224	84	116	44	57	174	147	83	439
111	2	69	- -	18	3	27	48	8	17	14	64	58	78	315	43	214
892	11	10,571	8	393	14	4,598	5,005	10,276	2,587	272	76	108	367	3,166	146	155
649	13	4,880	6	799	6	30	835	550	1,063	80	3	588	291	383	2,757	10
-	- -	1	5	- -	6	1	7	319	1,405	6	2	- -	- -	15	5	10
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-	1	- -	- -	- -	- -	- -	- -	- -	- -	5	- -	- -	3	4	- -	3
-	- -	- -	1	2	- -	- -	2	- -	1	5	- -	1	- -	1	1	—
319	35	15,617	24	1,244	62	4,699	6,005	11,377	5,157	498	189	812	913	4,031	3,035	831
185,662		202,413		- - -	244,508	- - -		219,939	203,992	203,802	238,459	196,701	185,586	163,648	258,405	202,483
743,606		580,063		- - -	666,465	- - -		592,567	632,443	583,623	754,236	591,371	647,057	794,118	701,255	649,973
63,593		57,293		- - -	58,315	- - -		55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568
125,008		93,668		- - -	95,681	- - -		66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181
511,263		441,210		- - -	505,680	- - -		450,282	371,319	422,772	535,098	428,926	520,808	523,678	553,017	514,557
2,427		- - -		- - -	38	- - -		455	1,764	283	785	3,376	328	2,917	5,117	6,647
33,489		38,197		- - -	34,663	- - -		33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424
94,230		101,919		- - -	140,842	- - -		111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691
73,486		66,981		- - -	73,033	- - -		65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711
176,593		137,806		- - -	142,460	- - -		98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,290	136,253
68,352		57,950		- - -	44,428	- - -		39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533
161		- - -		- - -	1,382	- - -		- -	- -	- -	- -	- -	- -	- - -	1,748	—
483,857		481,120		- - -	537,280	- - -		418,902	483,078	442,476	549,626	538,152	530,534	530,012	687,300	600,714
- - -		- - -		- - -	101	- - -		- -	- -	- -	4,500	191	- -	4,580	672	2
- - -		1		- - -	- - -	- - -		2	- -	2	- -	- -	- -	2,922	2	360
747,718		521,802		- - -	806,534	- - -		675,851	597,013	691,849	678,667	736,700	777,529	923,857	873,657	889,286
99,182		62,637		- - -	91,780	- - -		85,461	75,613	112,745	95,201	59,964	107,128	124,320	130,433	97,939
3,408,627		2,843,060		- -	3,443,190	- - -		2,915,592	2,810,648	2,945,751	3,496,938	3,127,705	3,375,784	3,690,444	3,864,854	3,622,322
1,123,177		1,252,338		- -	1,662,237	- - -		1,363,140	1,647,274	1,184,343	1,086,565	1,169 399	1,163,810	1,504,276	686,476	1,635,885
984,921		880,205		- - -	363,070	- - -		457,207	658,000	661,799	463,735	550,234	365,343	422,803	101,152	14,470
282,371		298,012		- - -	358,418	- - -		219,632	461,418	422,255	258,424	283,668	289,325	250,611	210,467	218,576
2		707		- - -	24	- - -		361	27,758	9,730	628	868	1,038	1,178	50	353
37,430		61,820		- - -	57,687	- - -		64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.		
1,668		- - -		- - -	4,559	- - -		727	2	1,178	3	4,009	7	9	1	5
58		105		- - -	7,056	- - -		446	15,877	41,707	18,484	34,120	29,779	79,204 (including Penang).	98,642	60,051
5,838,254		5,336,247		- -	5,896,241	- -		5,021,932	5,689,825	5,311,831	5,377,894	5,231,037	5,301,130	5,948,525	4,961,642	5,551,662

2.—MELASSES Imported from the *British West Indies, British Guiana,* - - -

MELASSES, the Produce of British Possessions:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua	100,905	46,196	105,683	63,226	89,972	57,297	95,262	72,38
Barbadoes	70,693	73,462	78,519	67,577	124,322	121,720	99,256	144,65
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,16
Grenada	4,097	2,832	4,010	418	10,542	5,906	3,146	2,42
Jamaica	38	175	247	5	102	82	3	55
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	49
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,89
St. Christopher	13,254	21,714	23,169	6,558	23,883	25,359	22,684	11,75
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,97
St. Vincent	24,900	39,815	30,864	15,965	36,984	20,249	30,190	26,31
Tobago	7,083	4,103	5,138	1,520	4,769	3,839	1,475	1,18
Tortola	322	1,180	858	- -	- -	306	—	—
Trinidad	94,465	134,191	110,039	104,635	138,294	105,678	113,991	115,08
Bahamas	—	—	—	—	—	—	—	—
Demerara	136,619	120,050	126,219	96,983	150,477	103,477	98,940	79,08
Berbice	18,803	8,888	15,982	15,430	5,475	11,634	9,008	3,98
TOTAL from the British West Indies and British Guiana	491,083	477,623	531,171	385,484	605,487	470,187	492,056	472,93
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	—
British Possessions in the East Indies; viz.—								
Bengal Presidency	24,947	50,233	54,286	19,853	12,096	13,968	9,848	5,58
Madras Presidency						366	—	—
Bombay Presidency						—	—	—
Penang						—	—	—
Ceylon	- - -	- - -	206	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	517,594	528,006	596,958	412,077	628,969	498,451	502,644	478,51
MELASSES, of Foreign Produce:								
Antigua	29	9	- -	61	7	8	28	3
Barbadoes	- - -	- - -	- -	- -	- -	- -	504	-
Grenada	- - -	- - -	- -	- -	18	—	—	—
Jamaica	- - -	2	- -	- -	- -	- -	- -	
St. Christopher	- - -	- - -	- -	- -	31	- -	- -	-
St. Lucia	- - -	- - -	- -	- -	- -	- -	- -	
St. Vincent	- - -	- - -	- -	- -	408	- -	- -	-
Tobago	- - -	- - -	- -	- -	10	10	—	—
Trinidad	- - -	- - -	12	20	42	29	47	1
Bermudas	- - -	- - -	- -	- -	- -	- -	95	—
Demerara	4	- - -	7,595	1,006	346	3,438	1,480	31
Berbice	- - -	120	199	- -	- -	- -	463	-
TOTAL from the British West Indies and British Guiana	33	131	7,806	1,087	862	3,485	2,617	36
From Mauritius	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—								
Bengal Presidency	2	35	- -	- -	- -	- -	- -	5
Madras Presidency							4	—
Bombay Presidency							—	—
Penang							—	—
Singapore	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	35	166	7,806	1,087	862	3,485	2,621	42
MELASSES of all Sorts, collectively:								
Antigua	100,934	46,205	105,683	63,287	89,979	57,305	95,290	72,42
Barbadoes	70,693	73,462	78,519	67,577	124,332	121,720	99,760	144,65
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,16
Grenada	4,097	2,832	4,010	418	10,560	5,906	3,146	2,42
Jamaica	38	177	247	5	102	82	3	55
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	49
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,89
St. Christopher	13,254	21,714	23,169	6,558	23,914	25,359	22,684	11,75
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,97
St. Vincent	24,900	39,815	30,864	15,965	37,392	20,249	30,190	26,31
Tobago	7,083	4,103	5,138	1,520	4,779	3,749	1,475	1,18
Tortola	322	1,180	858	- -	- -	306	- -	-
Trinidad	94,465	134,191	110,051	104,655	138,336	105,707	114,038	115,09
Bahamas	- - -	- - -	- -	- -	- -	- -	- -	-
Bermudas	- - -	- - -	- -	- -	- -	- -	95	—
Demerara	136,623	120,050	133,814	97,989	150,823	106,915	100,420	79,39
Berbice	18,803	9,008	16,181	15,430	5,475	11,634	9,471	3,98
TOTAL from the British West Indies and British Guiana	491,116	477,754	538,977	386,571	606,349	473,672	494,673	473,29
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	-
British Possessions in the East Indies; viz.—								
Bengal Presidency	24,949	50,268	54,286	19,853	12,096	13,968	9,848	5,63
Madras Presidency						366	4	-
Bombay Presidency						- -	- -	-
Penang						—	—	—
Ceylon	- - -	- - -	206	—	—	—	—	—
Singapore	- - -	- - -	- -	- -	- -	- -	- -	-
AGGREGATE of the Importations from the British Possessions enumerated above	517,629	528,172	604,764	413,164	629,831	501,936	505,265	478,93

* Since 5 July 1854, Melasses, of whatever growth, have been subject to a uniform scale of duties; and the distinction between the prod

Mauritius, and the *British* Possessions in the *East Indies*.

1853.	1854: To 5 July.	1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
79,814	38,709	*										
134,779	31,856											
7,314	4,093											
566	355											
1	—											
—	—											
5,631	842											
18,745	17,299											
7,760	2,595											
10,978	9,937											
1,828	—											
—	—											
144,232	40,578											
—	—											
74,615	27,003											
5,816	3,288											
492,079	176,555											
—	—											
8,078	5,144											
—	—											
—	—											
—	—											
—	—											
500,157	181,699											
—	—											
18	3											
—	—											
—	—											
- -	19											
11	—											
11	—											
—	—											
26	—											
—	—											
6,631	5,050											
963	—											
7,660	5,072											
—	—											
—	—											
—	—											
—	—											
—	—											
7,660	5,072											
79,814	38,709	59,002	97,711	56,788	54,214	52,791	68,743	57,347	49,631	48,151	64,611	54,429
134,797	31,859	77,697	109,556	54,247	67,002	52,416	104,062	22,775	65,773	79,890	38,020	20,665
7,314	4,093	4,459	8,552	3,589	2,644	7,376	4,235	3,719	3,471	6,527	3,474	3,397
566	355	1,037	1,392	1,118	843	2,828	684	662	326	1,722	637	157
1	- -	4	4	- -	289	324	366	506	616	820	542	636
- -	- -	59	59	158	419	134	- -	162	707	76	698	930
5,631	842	3,925	4,767	2,683	1,347	2,190	2,101	78	- -	968	631	4,354
18,745	17,318	15,779	33,097	23,014	12,255	11,866	16,672	11,425	22,922	18,765	24,212	13,599
7,771	2,595	3,857	6,452	6,445	4,769	8,638	2,509	888	2,384	3,651	3,622	5,188
10,989	9,937	6,099	16,036	5,358	7,121	15,426	8,102	5,774	6,059	7,280	3,390	4,601
1,828	- -	725	725	144	1,725	1,635	690	253	158	260	1,717	941
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,350	—
144,258	40,578	70,105	110,683	63,605	87,335	92,526	105,269	103,290	73,195	81,169	77,482	88,582
- -	- -	- -	- -	- -	208	1,781	- -	- -	3	1	1,524	1,150
- -	- -	- -	- -	- -	- -		- -	- -	- -	- -	- -	742
81,246	32,053	1,995	34,048	11,610	22,802	28,986	14,805	13,286	9,005	20,230	9,894	5,362
6,779	3,288	1,700	4,988	1,641	2,023	7,243	3,760	- -	1,982	3,731	3,768	727
499,739	181,627	246,443	428,070	230,400	264,996	286,160	331,998	220,165	236,233	273,241	235,572	205,460
- -	- -	574	574	99	1,304	10,438	5,081	5	- -	- -	4	20
8,078	5,144	- -	5,144	4,820	13,758	9,555	2,326	6,217	1,360	6,883	14,179	13,082
- -	- -	- -	- -	3	1,294	- -	2,344	899	1,763	6,755	12,194	1,449
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	36	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5	—
507,817	186,771	247,017	433,788	325,322	281,352	306,153	341,749	227,286	239,356	286,915	261,954	220,011

of British Possessions and Foreign produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

3.—RUM Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
RUM, the Produce of British Possessions:	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
Antigua	16,120	4,088	60,394	40,913	42,763	21,435	16,188	65,699
Barbadoes	3,493	197	13,348	21,354	3,598	261	2,866	716
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276
Jamaica	1,745,679	1,487,161	2,140,519	2,280,223	1,778,605	1,585,683	1,912,765	1,587,692
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- - -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,718
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,941	53,579	50,412
St. Lucia	4,748	14,081	28,620	18,800	2,473	709	784	3,172
St. Vincent	82,626	83,001	264,828	127,671	194,247	50,446	53,570	143,686
Tobago	188,494	133,364	277,276	172,952	139,736	125,756	142,404	186,849
Tortola	- -	295	1,667	- -	- -	- -	- -	- - -
Trinidad	2,687	128	88,367	150,002	85,869	33,492	62,048	80,663
Bahamas	- -	- -	4,891	- -	- -	- -	- -	- - -
Bermudas	25	6	5	6	2	- -	1,505	- - -
Demerara	1,535,792	855,195	1,749,897	2,271,049	1,806,116	1,612,211	1,739,377	2,682,481
Berbice	105,087	51,257	131,272	245,398	76,049	10,341	17,441	40,896
TOTAL from the British West Indies and British Guiana	3,955,064	2,826,378	5,259,449	5,653,840	4,330,603	3,577,996	4,176,137	5,058,023
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097
British Possessions in the East Indies; viz.—								
Bengal Presidency	701,618	822,462	818,214	869,244	671,927	254,339	208,457	139,554
Madras Presidency						61,981	103,317	113,024
Bombay Presidency						- -	- -	- - -
Penang						126,587	103,044	54,804
Ceylon	2,508	2,520	20,989	13,240	24,569	- -	35,347	21
Singapore	- - -	- -	- -	- -	- -	- -	- -	- - -
AGGREGATE of the Importations from the British Possessions enumerated above	4,661,772	3,658,700	6,158,708	6,651,131	5,121,968	4,045,070	4,647,744	5,373,523
RUM, of Foreign Produce:								
Antigua	- - -	22	- -	45	- -	1	- -	- - -
Barbadoes	2	- -	- -	- -	2	- -	- -	- - -
Dominica	- - -	- -	- -	- -	- -	- -	- -	- - -
Grenada	- - -	- -	- -	- -	- -	- -	- -	- - -
Jamaica	6	53	2	35	45	13	245	3,235
Nevis	- - -	- -	- -	- -	- -	- -	- -	219
St. Christopher	- - -	- -	- -	- -	- -	1	- -	24
St. Lucia	- - -	- -	- -	- -	- -	- -	- -	- - -
St. Vincent	- - -	- -	- -	53	- -	2	29	1
Tobago	- - -	- -	2	- -	- -	- -	- -	- - -
Tortola	- - -	- -	- -	- -	- -	- -	- -	- - -
Trinidad	- - -	- -	- -	- -	- -	36	- -	54
Bahamas	- - -	- -	4,081	2,814	- -	- -	- -	- - -
Bermudas	2	- -	- -	- -	- -	- -	- -	- - -
Demerara	2	2	7,727	68	- -	1,127	4,213	30
Berbice	- - -	- -	680	2,495	- -	- -	- -	16
TOTAL from the British West Indies and British Guiana	12	77	12,492	5,510	47	1,180	4,487	3,579
From Mauritius	- - -	- -	- -	- -	- -	- -	- -	- - -
British Possessions in the East Indies; viz.—								
Bengal Presidency	5,506	5,615	4,402	39,632	17,183	124	- -	1,549
Madras Presidency						- -	1	14
Bombay Presidency						- -	- -	- - -
Penang						- -	- -	- - -
Ceylon	- - -	- -	- -	7	- -	- -	- -	- - -
Singapore	3,589	- -	- -	- -	- -	- -	- -	- - -
AGGREGATE of the Importations from the British Possessions enumerated above	9,107	5,692	16,894	45,149	17,230	1,304	4,488	5,142
RUM of all Sorts, collectively:								
Antigua	16,120	4,110	60,394	40,958	42,763	21,436	16,188	65,699
Barbadoes	3,495	197	13,348	21,354	3,600	261	2,866	716
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276
Jamaica	1,745,685	1,487,214	2,140,521	2,280,258	1,778,650	1,585,696	1,913,010	1,590,927
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- - -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,937
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,942	53,579	50,436
St. Lucia	4,748	14,081	28,620	18,800	2,473	709	784	3,172
St. Vincent	82,626	83,001	264,828	127,724	194,247	50,448	53,599	143,687
Tobago	188,494	133,364	277,278	172,952	139,736	125,756	142,404	186,849
Tortola	- - -	295	1,667	- -	- -	- -	- -	- - -
Trinidad	2,687	128	88,367	150,002	8,869	33,528	62,048	80,717
Bahamas	- - -	- -	8,972	2,814	- -	- -	- -	- - -
Bermudas	27	6	5	6	2	- -	1,505	- - -
Demerara	1,535,794	855,197	1,757,624	2,271,117	1,806,116	1,613,338	1,743,590	2,682,511
Berbice	105,087	51,257	131,952	247,893	76,049	10,341	17,441	40,912
TOTAL from the British West Indies and British Guiana	3,955,076	2,826,455	5,271,941	5,659,350	4,330,650	3,579,176	4,180,624	5,061,602
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097
British Possessions in the East Indies; viz.—								
Bengal Presidency	707,124	828,077	822,616	908,876	689,110	254,463	208,457	141,103
Madras Presidency						61,981	103,318	113,038
Bombay Presidency						- -	- -	- - -
Penang						126,587	103,044	54,804
Ceylon	2,508	2,520	20,989	13,247	24,569	- -	35,347	21
Singapore	3,589	- -	- -	- -	- -	- -	- -	- - -
AGGREGATE of the Importations from the British Possessions enumerated above	4,670,879	3,664,392	6,175,602	6,696,280	5,139,198	4,046,374	4,652,232	5,378,665

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
45,437	201,723	168,147	182,429	65,328	150,840	120,057	66,063	57,474	106,480	85,190
5,412	122,053	149,680	144,879	26,919	155,204	74,474	110,347	59,426	53,187	15,616
15,134	62,741	75,744	84,492	62,775	74,197	83,360	81,076	49,014	52,878	43,970
162,576	255,785	257,413	128,258	179,301	195,338	193,283	116,930	116,254	57,978	88,203
904,077	2,051,567	2,109,291	1,377,049	1,539,961	2,089,534	1,615,429	1,976,223	2,108,860	2,209,440	1,878,025
- - -	- - -	1,691	800	299	- -	1,188	—	—	—	—
12,678	44,778	32,869	9,867	9,767	25,186	19,306	9,833	950	5,016	—
61,733	227,110	188,318	171,230	101,346	184,361	133,211	129,993	123,665	137,751	84,477
1,749	15,554	28,925	18,851	6,415	12,426	8,086	15,202	4,679	2,697	5,825
84,306	279,289	207,376	200,453	154,917	216,255	202,401	187,766	206,506	227,555	175,469
190,051	181,807	153,268	188,446	125,947	167,251	184,941	135,003	120,389	131,917	118,266
- - -	216	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1	—
130,066	315,992	354,357	349,529	116,142	305,511	255,702	143,016	272,594	282,998	265,297
- - -	10,443	- - -	- -	1,151	- -	- -	- -	14,625	11,433	5,346
1	- - -	- - -	1	- -	- -	30	- -	1,147	—	—
2,039,445	3,205,709	3,260,091	2,837,671	3,152,395	2,919,007	2,963,025	3,157,769	3,420,382	3,239,604	3,171,661
49,711	136,787	158,716	107,585	175,635	98,369	49,510	151,195	215,966	294,539	246,372
3,702,376	7,111,554	7,145,886	5,801,540	5,718,298	6,593,479	5,904,003	6,280,416	6,771,931	6,813,474	6,183,717
10,060	108,417	63,447	286,374	183,606	231,896	463,033	333,345	400,905	305,024	301,279
52,015	319,453	334,899	299,133	148,325	5,912	- -	75,794	89,451	12,516	—
31,910	21,159	88,823	94,168	52,254	49,718	34,000	60,770	29,791	27,459	15,897
- - -	- - -	- - -	- -	2,087	- -	274	- -	907	326	80
116,873	142,332	187,688	233,361	155,860	104,983	180,434	204,576	Included with Singapore.		
4	16,925	7,272	6,192	- -	- -	5	625	397	445	889
- - -	3	- - -	3	- -	- -	- -	4,926	202,160 (including Penang).	186,665	190,193
3,913,238	7,719,843	7,828,015	6,720,771	6,260,430	6,985,988	6,581,749	6,960,452	7,495,542	7,345,909	6,692,055
- - -	195	283	- -	6	- -	2	9	3	—	—
- - -	- - -	512	406	1,655	923	5	6,369	49	8	24
- - -	2	- - -	1,393	- -	- -	- -	- -	1	3	—
- - -	4,725	3,021	249	- -	- -	- -	1,202	- - -	- - -	2
113	65	1,113	428	1,847	2,073	135	289	354	371	19
- - -	- - -	- - -	- - -	- -	- -	2	1	- - -	6	—
- - -	1	- - -	1,901	- -	2	- -	3,575	1	1	1
- - -	- - -	- - -	- - -	- -	- -	- -	3	—	—	—
54	- - -	1,725	- -	- -	- -	60	1,816	23	—	—
- - -	- - -	- - -	- -	- -	70	100	- -	4	—	—
- - -	- - -	- - -	- -	- -	- -	- -	- -	- - -	2	1
- - -	- - -	2,887	52	- -	- -	- -	3	1	—	—
- - -	- - -	1,114	22,361	987	- -	- -	- -	4,012	—	—
- - -	- - -	- - -	- -	2	- -	- -	3	3	—	—
3,299	18,424	3,564	10,467	9,720	13,056	9,567	27,453	4,845	4,779	6,859
1,802	- - -	- - -	- -	- -	- -	- -	80	- - -	- -	12
5,268	23,412	14,219	37,257	14,217	16,124	9,871	40,803	9,296	5,170	6,918
- - -	- - -	- - -	1,990	- -	3,274	14,964	13,067	- - -	2	—
1	66	50	17,245	20,595	974	162	9,062	1	7	11
- - -	- - -	5	- -	- -	33,585	- -	4,463	—	—	6
- - -	214	234	- -	78	532	55	7	10	410	527
- - -	- - -	1,304	- -	2,364	45,289	1,564	—	—	—	—
- - -	3	- - -	10,556	3,773	409	- -	- -	- - -	- -	11
- - -	- - -	2	- -	- -	- -	4	- -	1	28	3
5,269	23,695	15,814	67,048	41,027	100,187	26,620	67,402	9,308	5,617	7,476
45,437	201,918	168,430	182,429	65,334	150,840	120,059	66,072	57,477	106,480	85,190
5,412	122,053	150,192	145,285	28,574	156,127	74,479	116,716	59,475	53,195	15,640
15,134	62,743	75,744	85,885	62,775	74,197	83,360	81,076	49,015	52,881	43,970
162,576	260,510	260,434	128,507	179,301	195,338	193,283	118,132	116,254	57,978	88,205
904,190	2,051,632	2,110,404	1,377,477	1,541,808	2,091,607	1,615,564	1,976,512	2,109,214	2,209,811	1,878,044
- - -	- - -	1,691	800	299	- -	1,188	—	—	—	—
12,678	44,778	32,869	9,867	9,767	25,186	19,308	9,834	950	5,022	—
61,733	227,111	188,318	173,131	101,346	184,363	133,211	133,568	123,666	137,752	84,478
1,749	15,554	28,925	18,851	6,415	12,426	8,086	15,205	4,679	2,697	5,825
84,360	279,289	209,101	200,453	154,917	216,255	202,461	189,582	206,529	227,555	175,469
190,051	181,807	153,268	188,446	125,947	167,321	185,041	135,003	120,393	131,917	118,266
- - -	216	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3	1
130,066	315,992	357,244	349,581	116,142	305,511	255,702	143,019	272,595	282,998	265,297
- - -	10,443	1,114	22,361	2,138	- -	- -	- -	18,637	11,433	5,346
1	- - -	- - -	1	2	- -	30	3	1,150	—	—
2,042,744	3,224,133	3,263,655	2,848,138	3,162,115	2,932,063	2,972,592	3,185,222	3,425,227	3,244,383	3,178,520
51,513	136,787	158,716	107,585	175,635	98,369	49,510	151,275	215,966	294,539	246,384
3,707,644	7,134,966	7,160,105	5,838,797	5,732,515	6,609,603	5,913,874	6,321,219	6,781,227	6,818,644	6,190,635
10,060	108,417	63,447	288,364	183,606	235,170	477,997	346,412	400,905	305,026	301,279
52,016	319,519	334,949	316,378	168,920	6,886	162	84,856	89,452	12,523	11
31,910	21,159	88,828	94,168	52,254	83,303	34,000	65,233	29,791	27,459	15,903
- - -	214	234	- -	2,165	532	329	7	917	736	607
116,873	142,332	188,992	233,361	158,224	150,272	181,998	204,576	Included with Singapore.	—	
4	16,928	7,272	16,748	3,773	409	5	625	397	445	900
- - -	3	2	3	- -	- -	4	4,926	202,161 (including Penang)	186,693	190,196
3,918,507	7,743,538	7,843,829	6,787,819	6,301,457	7,086,175	6,608,369	7,027,854	7,504,850	7,351,526	6,699,531

4.—COFFEE Imported from the *British West Indies, British Guiana,* - - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851: To 15 April.	1851: From 15 April.	1851: Total.
COFFEE, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.* See Note. *	*Lbs.*
Antigua	131	7,387	21	16	- - -	- - -	22		
Barbadoes	922	854	689	927	1,139	235	—		
Dominica	42,636	21,085	19,201	304	1,876	702	—		
Grenada	91,047	7,639	238	184	120,561	102	—		
Jamaica	5,090,133	6,011,249	6,570,363	4,945,702	3,399,764	4,156,210	203,601		
Montserrat	- - -	100	—	—	—	—	—		
Nevis	20	—	—	—	—	—	—		
St. Christopher	- - -	302	—	—	—	—	—		
St. Lucia	8,781	785	2,004	51	- - -	35	—		
St. Vincent	- - -	- - -	133	- - -	- - -	3	—		
Tobago	190	—	—	—	—	—	—		
Tortola	—	—	—	—	—	—	—		
Trinidad	9,630	71,348	12,578	5,917	4,779	96,376	—		
Bahamas	—	—	—	—	—	—	—		
Bermudas	- - -	84	- - -	121	—	—	—		
Demerara	228,809	30,560	83,815	98,826	37,834	7,774	977		
Berbice	716,778	31,134	74,061	23,080	25,419	698	—		
Total from the British West Indies and British Guiana	6,189,077	6,182,527	6,763,103	5,075,128	3,591,372	4,262,225	204,600		
From Mauritius	199	1,307	42,867	43,712	1,396	12,409	—		
British Possessions in the East Indies; viz.—									
Bengal Presidency						84,375	—		
Madras Presidency						411,684	4,499		
Bombay Presidency	387,261	362,240	304,220	329,469	1,233,803	1,184,598	12,375		
Penang						—			
Ceylon	16,657,239	17,735,264	27,189,159	30,521,869	35,434,960	30,857,831	1,851,872		
Singapore	131	2,487	1,724	127	76,836	151	—		
Aggregate of the Importations from the British Possessions enumerated above	23,233,907	24,283,825	34,301,073	35,970,305	40,338,367	36,813,273	2,073,346		
COFFEE, of Foreign Produce:									
Antigua	62	- - -	1,638	240	—	—	—		
Barbadoes	137	10	61	- - -	5,871	—	—		
Dominica	—	—	—	—	—	—	—		
Grenada	—	—	—	—	—	—	—		
Jamaica	158,946	49,678	1,735	2,191	13,872	456	40		
St. Christopher	- - -	- - -	- - -	- - -	- - -	9	—		
St. Lucia	- - -	84	—	—	—	—	—		
St. Vincent	- - -	- - -	- - -	48	- - -	117	—		
Tobago	72	- - -	- - -	90	—	—	—		
Tortola	—	—	—	—	—	—	—		
Trinidad	- - -	172	84	45	106	68	—		
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563		
Bermudas	53	43	3,711	12,335	18	8	—		
Demerara	157	- - -	134	37	761	2,840	178		
Berbice	- - -	- - -	- - -	- - -	124	—	—		
Total from the British West Indies and British Guiana	166,872	75,237	7,689	52,522	144,637	81,365	7,781		
From Mauritius	103,532	280	10,941	267	245	7,976	—		
British Possessions in the East Indies; viz.—									
Bengal Presidency						551	—		
Madras Presidency						15,745	102		
Bombay Presidency	3,876,744	2,448,233	2,104,520	2,157,007	1,517,040	2,148,404	802,330		
Penang						—	—		
Ceylon	225	142	865	231	73	2,078	72		
Singapore	715,881	521,297	68,468	32,681	881,926	663,651	5,476		
Aggregate of the Importations from the British Possessions enumerated above	4,863,254	3,045,189	2,192,483	2,242,708	2,543,921	2,919,770	815,761		
COFFEE of all Sorts, collectively:									
Antigua	193	7,387	1,659	256	- - -	- - -	22	171	193
Barbadoes	1,059	864	750	927	7,010	235	- - -	2,147	2,147
Dominica	42,636	21,085	19,201	304	1,876	792	- - -	561	561
Grenada	91,047	7,639	238	184	120,561	102	- - -	205	205
Jamaica	5,249,079	6,061,017	6,572,098	4,947,893	3,413,636	4,156,366	203,641	3,763,179	3,966,820
Montserrat	- - -	100	—	—	—	—	—	—	—
Nevis	20	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
St. Christopher	- - -	302	- - -	- - -	- - -	9	- - -	2,594	2,594
St. Lucia	8,781	869	2,004	51	- - -	35	- - -	- - -	- - -
St. Vincent	- - -	- - -	133	48	- - -	120	- - -	1,272	1,272
Tobago	262	- - -	- - -	90	- - -	- - -	- - -	423	423
Tortola	—	—	—	—	—	—	—	—	—
Trinidad	9,630	71,520	12,662	5,962	4,885	96,444	- - -	1,678	1,678
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563	- - -	7,563
Bermudas	53	127	3,711	12,456	18	8	- - -	- - -	- - -
Demerara	228,966	30,560	83,949	98,863	38,595	10,614	1,155	16,289	17,444
Berbice	716,778	31,134	74,061	23,080	25,543	698	- - -	94	94
Total from the British West Indies and British Guiana	6,355,949	6,257,764	6,770,792	5,127,650	3,736,009	4,343,590	212,381	3,788,613	4,000,994
From Mauritius	103,731	1,587	53,808	43,979	1,641	20,385	- - -	254	254
British Possessions in the East Indies; viz.—									
Bengal Presidency						84,926	- - -	3,003	3,003
Madras Presidency						427,429	4,601	1,282,031	1,286,632
Bombay Presidency	4,264,005	2,810,473	2,408,740	2,486,476	2,750,843	3,333,002	814,705	1,425,975	2,240,680
Penang						- - -	- - -	285,146	285,146
Ceylon	16,657,464	17,735,406	27,190,024	30,522,100	35,435,033	30,859,909	1,851,944	27,012,018	28,863,962
Singapore	716,012	523,784	70,192	32,808	958,762	663,802	5,476	91,570	97,046
Aggregate of the Importations from the British Possessions enumerated above	28,097,161	27,329,014	36,493,556	38,213,013	42,882,288	39,733,043	2,889,107	33,888,610	36,777,717

* Since 15th April 1851, Coffee, of whatever growth, has been chargeable with the same rate of Duty; and the distinction between the Produc

Mauritius, and the *British* Possessions in the *East Indies*.

1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
- - -	- - -	45	- - -	30	84	- - -	76	- - -	23	—	—
295	377	2,790	51	446	1,409	1,882	45	216	171	- - -	61
4,310	169	219	460	244	1,897	119	1,229	2,077	475	252	326
285	337	207	231	73	226	71	213	27	2,373	- - -	74
3,786,796	3,073,772	3,521,864	3,076,580	1,724,474	3,588,864	2,955,013	2,339,913	3,827,371	4,078,249	3,511,474	5,484,212
—	—	—	—	—	—	—	—	—	—	—	—
- - -	- - -	6	—	—	—	—	—	—	—	—	—
121	20	- - -	- - -	- - -	- - -	- - -	161	—	—	—	—
425	114	62	- - -	2,158	146	79	910	- - -	45,780	—	—
- - -	15	- - -	- - -	- - -	- - -	31	- - -	114	- - -	27	—
27	- - -	- - -	- - -	- - -	47	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
2,582	2,525	1,045	1,942	10,121	2,482	961	49,335	1,037	1,477	1,563	1,517
- - -	223,005	6,607	28	393,059	458,432	3,287	179,667	- - -	302,816	32,089	72
- - -	25	- - -	2,166	179	441	- - -	- - -	168	41	- - -	61
28,372	6,043	3,664	1,756	1,569	1,591	2,161	919	4,974	1,113	873	1,830
6,518	433	- - -	350	179	760	454	841	348	175	28	332
3,829,731	3,306,835	3,536,509	3,083,564	2,132,532	4,056,379	2,964,058	2,573,309	3,836,332	4,432,698	3,546,306	5,488,485
13,857	76,566	51,614	549	378	402	1,378	1,139	2,038	244	271	122
94,870	16,451	13,131	168,273	119,143	3,260	124,865	802,502	63,721	1,469	1,399	3,348
849,227	809,074	920,915	1,309,517	653,880	1,042,238	754,655	3,585,356	3,642,289	6,033,787	8,515,956	7,645,879
2,213,616	3,325,932	2,311,720	1,553,420	3,696,932	2,501,818	1,895,014	669,408	2,328,802	1,525,206	1,953,391	3,091,392
- - -	471	134	261	973	78,235	57,052	1,139	803	included with Singapore.		
35,316,936	30,861,522	41,755,554	39,443,407	34,969,017	32,777,053	43,755,163	42,364,978	59,322,797	53,505,993	55,285,723	79,793,201
55,361	372,367	305,607	1,321,839	550,386	63,392	165,522	1,703,890	1,927,332	1,482,403 (including Penang).	3,547,747	1,620,477
42,373,598	38,269,218	48,895,184	46,880,830	42,123,241	40,522,777	49,717,707	51,701,721	70,724,114	66,981,800	72,850,703	97,042,904

British Possessions and Foreign Produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

5.—COCOA Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
COCOA, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua	-	1,968	-	-	-	-	4,770	—
Barbadoes	6,422	40	35,923	19,006	51	3,222	30,433	17,722
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232
Grenada	342,092	353,663	299,802	464,703	424,651	609,911	419,309	604,299
Jamaica	-	64	-	1	1	123	28	—
St. Christopher	—	—	—	—	—	—	—	—
St. Lucia	30,979	2,010	15,283	16,917	7,928	1,372	15,986	9,428
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287
Tobago	-	-	-	-	-	71	—	—
Tortola	—	—	—	—	—	—	—	—
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,811,254	3,290,885
Bermudas	-	-	-	3	—	—	—	—
Demerara	-	-	-	-	-	21	15,020	10
Berbice	-	-	-	3	—	—	—	—
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,848	3,026,381	2,602,309	3,159,086	1,987,717[a]	4,347,195	3,933,863
From Mauritius	-	-	2,006	-	-	-	30	2,106
British Possessions in the East Indies; viz.—								
Bengal Presidency	-	-	-	-	-	-	8	—
Madras Presidency	-	-	-	-	-	-	—	—
Bombay Presidency	-	-	-	-	-	-	—	—
Singapore	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,848	3,028,387	2,602,309	3,159,086	1,987,717	4,347,233	3,935,969
COCOA, of Foreign Produce:								
Antigua	—	—	—	—	—	—	—	—
Barbadoes	-	-	-	-	5	-	2	—
Grenada	-	-	-	-	92	43	—	—
Jamaica	-	111	-	44	—	—	—	—
St. Lucia	-	-	145	—	—	—	—	—
St. Vincent	—	—	—	—	—	—	—	—
Trinidad	-	-	-	-	-	-	1,107	2,741
Bahamas	—	—	—	—	—	—	—	—
Bermudas	-	-	-	15	—	—	—	—
Demerara	-	-	-	110	-	-	-	1,847
Berbice	—	—	—	—	—	—	—	—
TOTAL from the British West Indies and British Guiana	-	111	145	169	97	43	1,109	4,588
From Mauritius	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—								
Bengal Presidency	-	-	-	-	-	748	—	—
Madras Presidency	-	-	80	7	-	—	—	—
Bombay Presidency	-	-	-	-	-	-	709	—
Singapore	-	-	-	-	-	89	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	-	111	225	176	97	880	1,818	4,588
COCOA of all Sorts, collectively:								
Antigua	-	1,968	-	-	-	-	4,770	-
Barbadoes	6,422	40	35,923	19,006	56	3,222	30,435	17,722
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232
Grenada	342,092	353,663	299,802	464,703	424,743	609,954	419,309	604,299
Jamaica	-	175	-	45	1	123	28	-
Montserrat	-	-	-	-	-	-	-	-
Nevis	-	-	-	-	-	-	-	-
St. Christopher	-	-	-	-	-	-	-	-
St. Lucia	30,979	2,010	15,428	16,917	7,928	1,372	15,986	9,428
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287
Tobago	-	-	-	-	-	71	—	—
Tortola	—	—	—	—	—	—	—	—
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,812,361	3,293,626
Bahamas	-	-	-	-	-	-	-	-
Bermudas	-	-	-	18	—	—	—	—
Demerara	-	-	-	110	-	21	15,020	1,857
Berbice	-	-	-	3	—	—	—	—
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,959	3,026,526	2,602,478	3,159,183	1,987,760	4,348,304	3,938,451
From Mauritius	-	-	2,006	-	-	-	30	2,106
British Possessions in the East Indies; viz.—								
Bengal Presidency	-	-	-	-	-	748	8	—
Madras Presidency	-	-	80	7	-	-	-	-
Bombay Presidency	-	-	-	-	-	-	709	-
Singapore	-	-	-	-	-	89	-	-
Ceylon	-	-	-	-	-	-	-	-
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,959	3,028,612	2,602,485	3,159,183	1,988,597	4,349,051	3,940,557

* Since 4 June 1853, Cocoa, of whatever growth, has been chargeable with the same rate of duty; and the distinction between the Produce

- - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1853: To 4 June.	1853: From 4 June.	1853: Total.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Lbs.	*Lbs.* *See Note.* *	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
—												
58,498												
7,579												
94,287												
—												
—												
18,622												
106												
—												
—												
1,683,854												
—												
—												
—												
1,862,946												
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—												
—												
—												
1,862,946												
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—												
—												
—

6.—COTTON WOOL Imported from the *British West Indies, British Guiana,* - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua - - -	- -	36,388	- -	- -	- -	- - -	566	4,592	3,99
Barbadoes - - -	227,653	380,248	203,062	99,486	75,952	16,031	86,948	230,384	118,05
Dominica - - -	- -	- -	- -	- -	- -	- - -	1,738	2,912	2,31
Grenada - - -	30,596	9,335	8,429	2,524	2,027	3,265	24,715	4,368	13,10
Jamaica - - -	68,013	49,392	47,005	65,232	95,843	28,056	93,647	47,600	11,87
Montserrat - -	- -	- -	- -	- -	- -	- - -	112	- -	- -
Nevis - -	- -	- -	- -	- -	- -	84	587	560	39
St. Christopher - -	- -	- -	- -	- -	- -	154	634	1,008	6,36
St. Lucia - - -	- -	- -	- -	- -	- -	- - -	- -	- -	- -
St. Vincent - -	28,099	53,382	22,984	26,497	21,130	22,796	42,687	38,976	34,37
Tobago - - -	- -	- -	- -	- -	- -	- - -	- -	- -	- -
Tortola - -	224	- -	- -	- -	- -	- - -	- -	- -	- -
Trinidad - - -	102,752	26,066	4,088	27,602	47,915	9,243	28,767	46,480	41,97
Bahamas - - -	824,181	257,507	54,826	184,050	461,538	3,393	8,532	96,992	- -
Bermudas - - -	30,661	- -	- -	- -	422	- - -	- -	- -	- -
Demerara - - -	42,898	275,901	348,681	235,046	239,480	145,891	157,596	229,824	117,98
Berbice - - -	38,370	113,638	104,858	- -	- -	- - -	- -	- -	- -
TOTAL from the British West Indies and British Guiana	1,394,447	1,201,857	793,933	640,437	944,307	228,913	446,529	703,696	350,42
From Mauritius - -	275	739	- -	- -	1,785	- - -	2,098	- -	- -
British Possessions in the East Indies; viz.—									
Bengal Presidency -						85,789	1,175,940	557,088	7,660,24
Madras Presidency -	58,255,306	34,033,721	83,542,864	83,773,078	70,162,364	5,571,450	6,460,782	3,808,224	12,718,11
Bombay Presidency -						112,408,140	112,373,721	80,492,272	159,069,49
Ceylon - - -	182,120	506,422	391,750	326,766	675,934	807,363	2,616,519	64,848	1,817,64
Singapore - - -	- -	- -	- -	2,117	217	- - -	14	- -	582,66
AGGREGATE of the Importations from the British Possessions enumerated above - -	59,832,148	35,742,739	84,728,547	84,742,398	71,784,607	119,101,655	123,075,603	85,626,128	182,198,58

- - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1,644	- - -	31,024	- - -	- - -	- - -	- - -	- - -	- - -	7,280
60,590	79,321	51,632	28,000	3,472	16,352	58,912	39,424	16,464	1,854,272
1,512	819	—	—	—	—	—	—	—	—
59,234	38,898	67,760	42,336	57,456	63,168	67,424	75,152	68,096	129,248
7,027	- - -	15,232	448	5,712	8,064	18,592	- - -	251,216	204,512
- -	- - -	- - -	- - -	- - -	- - -	112	896	—	—
2,850	409	—	—	—	—	—	—	—	—
2,576	- - -	896	- - -	- - -	4,592	3,584	10,304	5,712	2,240
- -	- - -	- - -	560	- - -	- - -	- - -	- - -	112	1,232
40,153	17,102	35,616	69,328	57,120	41,440	55,552	54,432	42,336	71,232
- -	3,543	336	- - -	112	- - -	224	224	672	3,360
- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	448	—
105,681	58,509	49,7 28	77,280	16,240	29,008	31,248	17,248	38,528	18,144
5,376	114,685	- - -	1,113,392	- - -	- - -	585,984	784	4,840,640	22,625,008
- -	- - -	- - -	- - -	- - -	- - -	- - -	10,080	562,688	7,146,384
122,467	155,166	210,560	112,224	227,696	429,632	229,152	277,760	299,152	265,216
- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	112
409,110	468,452	462,784	1,443,568	367,808	592,256	1,050,784	486,304	6,126,064	32,328,240
19,040	82,432	- - -	1,713,712	1,678,656	1,332,128	3,164,000	816,256	2,010,176	180,208
,144,416	86,912	1,418,928	2,534,560	190,400	182,560	343,168	51,744	9,981,216	44,560,768
,420,576	6,310,528	8,696,128	17,245,424	5,438,944	4,209,184	12,909,232	19,676,384	37,871,456	49,457,184
,179,104	137,089,232	168,263,536	228,521,328	123,769,408	186,128,656	188,788,656	345,159,024	343,091,504	336,469,952
,044,135	1,692,544	1,966,384	2,036,832	3,323,824	1,807,120	2,100,112	4,102,896	1,709,456	3,714,256
47,778	- - -	151,648	- - -	- - -	3,360	- - -	50,400	896	218,624
,264,159	145,730,100	180,959,408	253,495,424	134,769,040	194,255,264	208,355,952	370,343,008	400,790,768	466,929,232

7.—FOREIGN SUGAR Imported into the United Kingdom

UNREFINED SUGAR:	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Foreign West India Islands: viz.—	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Cuba	197,460	499,906	875,420	694,203	664,264	489,502	811,081
Porto Rico	151,053	96,472	248,461	168,317	241,935	179,964	299,885
Guadaloupe	—	—	—	- - -	- - -	—	—
Martinique	- -	- -	- -	—	—	- - -	- -
St. Martin	- -	- -	- -	- - -	211	—	—
St. Eustatius	3,308	- -	2,270	- - -	- - -	- - -	311
St. Croix	- -	168	72,294	53,831	46,142	7,533	8,740
St. Thomas	- -	- -	- -	2	6,162	3	1
St. John	- -	- -	724	—	—	—	—
French Guiana	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	- -	- - -	121	4,461	2,418
United States of America	22,232	199	306	1,672	7,505	160	4,079
Central America	- -	- -	- -	- - -	- - -	- - -	- -
New Granada	6,890	1,956	1,044	3,310	989	75	79
Venezuela		11,593	4,853	5,010	8,657	4,262	1,431
Brazil	325,339	300,509	699,201	652,024	561,660	362,686	720,424
Chili	- -	- -	11	- - -	29	2	- -
Peru	- -	4	44	- - -	- - -	- - -	- -
Eastern Coast of Africa	586	- -	1,124	- - -	651	- - -	- -
Bourbon	- -	- -	- -	- - -	- - -	- - -	- -
Siam	163	- -	17,948	2	- - -	8,524	- -
Java	46,854	80,911	193,699	69,193	72,366	58,438	56,124
Philippine Islands	118,581	73,120	173,838	143,505	87,710	144,514	220,229
China	5,744	58,222	89,011	36,078	3	609	4
Russia	- -	- -	- -	- - -	1	5	8
Denmark	- -	- -	- -	- - -	- - -	- - -	- -
Prussia	- -	2,323	- -	- - -	- - -	1,809	364
Hanseatic Towns	- -	- -	1	2	4	2,321	1,110
Holland	4,485	7,558	- -	10,297	12	17,750	21,113
Belgium	- -	10,978	4,144	343	2	- - -	- -
Channel Islands	- -	- -	- -	- - -	3,660	12,033	99,921
France	- -	- -	1,717	- - -	- - -	28,935	8,855
Portugal	654	- -	- -	- - -	1	1	4,366
Spain	- -	2	- -	4	1	- -	3
Gibraltar	540	2	- -	- - -	1	- - -	- -
Italy, Sardinian Territories	- -	- -	- -	- - -	- - -	2,316	- -
—— Duchy of Tuscany	- -	- -	4,003	- - -	- - -	- - -	- -
—— Austrian Territories	- -	- -	- -	- - -	3	471	- -
British North American Colonies	21,264	9,052	1,773	7,661	12,299	20	8,307
British Possessions in Australia	- -	- -	3	2	6	205	6
British Possessions in South Africa	1	- -	1	997	3	842	1
St. Helena	- -	- -	- -	- - -	- - -	- - -	- -
Other Parts	119	8	31	14	20	9	34
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	905,934 5,987	1,154,476 43,196	2,391,941 17,040	1,846,467 9,122	1,714,418 10,731	1,327,450 23,073	2,269,594 26,710
AGGREGATE of the Importations from all Parts	911,921	1,197,672	2,408,981	1,855,589	1,725,149	1,350,523	2,296,304
REFINED SUGAR AND SUGAR CANDY:							
Foreign West India Islands; viz.—							
Cuba	16	13,292	39,124	40,629	47,864	48,670	19,304
Porto Rico	- -	- -	- -	- - -	- - -	- - -	- -
Guadaloupe	- -	- -	- -	- - -	- - -	- - -	- -
St. Croix	- -	- -	147	3	70	- - -	4
St. Thomas	- -	- -	- -	- - -	- - -	2	- -
United States of America	- -	4	130	10	11	6,449	610
New Granada	- -	5	25	1,264	480	—	—
Venezuela		- -	- -	- - -	92	—	—
Brazil	- -	1,558	2,474	1,756	1,084	6	9
Chili	- -	- -	- -	- - -	- - -	- - -	1
Peru	2	- -	- -	- - -	1	- - -	- -
Java	20	- -	513	1	- - -	1	- -
Philippine Islands	- -	- -	1	- - -	- - -	- - -	- -
China	14	3	2	4	5	9	9
Russia	- -	- -	- -	- - -	256	2	2
Denmark	3	- -	- -	6	2	- - -	- -
Prussia	- -	- -	- -	- - -	- - -	- - -	- -
Hanseatic Towns	3,012	140	712	491	69	1,301	249
Holland	198,345	70,509	37,216	141,366	186,799	273,710	307,387
Belgium	14,421	5,279	3,884	10,087	9,365	14,373	77,669
Channel Islands	- -	- -	- -	- - -	70	430	1,906
France	290	- -	87	3	8	224	9,794
Portugal	- -	- -	- -	- - -	- - -	- - -	- -
Spain	- -	- -	- -	- - -	- - -	- - -	- -
Gibraltar	- -	- -	- -	- - -	- - -	- - -	- -
Italy, Sardinian Territories	- -	- -	- -	- - -	- - -	- - -	- -
— Austrian Territories	- -	- -	- -	- - -	- - -	- - -	- -
British North American Colonies	7	1	- -	3	4	5	2
British Possessions in Australia	- -	- -	- -	- - -	18	- - -	- -
British Possessions in South Africa	- -	- -	- -	- - -	- - -	- - -	- -
Other Parts	2	3	4	4	16	4	86
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	216,132 1	90,794 3	84,319 5	195,627 17	246,214 2,384	345,186 8	417,032 19
AGGREGATE of the Importations from all Parts	216,133	90,797	84,324	195,644	248,598	345,194	417,051

* The Quantities of Foreign Sugar exhibited above, as imported from certain British Possessions in the year 1854, represent th
having, by reason of the equalization of the duties

7.—FOREIGN SUGAR Imported into the United Kingdom.

1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
432,364	946,826	1,598,993	711,832	736,166	999,310	1,593,655	1,644,933	1,382,398	2,046,210	2,152,509	2,113,687
52,561	143,501	378,377	239,246	199,724	197,067	362,732	216,895	262,713	518,635	438,521	545,444
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19,609
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	1	2
—	—	—	—	—	—	—	—	—	—	—	—
-	6	930	- -	2,822	—	—	—	—	—	—	—
8,354	1,387	27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—
-	1	668	727	11	8	9,422	8	1,267	57	46	27
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
1,653	29,242	28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470
788	27,643	68,210	15,242	21,872	264,003	29,718	45,684	3,894	263,859	478	183
-	- -	- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438
42	1	- -	1	- -	2	- -	2	4	53	4	181
-	- -	1,164	83	61	2	- -	2	2	—	—	—
289,999	671,149	579,303	468,678	531,176	850,907	36,325	1,118,597	432,943	751,781	1,263,101	1,191,400
3	11	- -	1	- -	2	3	3	2	- -	1	—
-	1	4	7	6	3	6	2	143	2,906	4	1
838	—	—	—	—	—	—	—	—	—	—	—
-	- -	4,612	- -	- -	- -	- -	- -	7,327	6,271	—	—
-	- -	- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835
18,807	29,567	132,424	73,961	8,682	32,130	13,606	124,767	157,742	104,687	53,758	6,754
76,191	48,053	351,110	319,412	390,791	398,608	257,785	364,065	381,809	513,749	345,414	831,510
41,717	1	6	3	18,345	61,700	11,945	912	36,653	9,030	7,528	10,589
4	23	- -	58	239	9	1	4	11	4	2	2
-	- -	28	7,390	4,120	- -	- -	2	4,988	- -	195	8
-	1	6	1	- -	4	1	1,131	3	230	1	—
1,751	1	481	916	1,977	17,023	2,348	5,756	13	2,326	8,188	1,689
36,445	1,339	731	59,930	15,010	6,822	453	381	112,984	25,492	72,071	2,020
44	- -	- -	11,753	221	4,381	15,176	16,291	14,504	1,566	65,226	83,333
77,037	31,356	16,623	1,594	- -	31	- -	2	70	- -	51	5
16,529	4,492	4,680	300,328	65,244	137,015	390,289	180,981	547,669	63,591	347,521	204,262
-	6,223	3,207	38,041	13,786	3,155	4,543	1,259	- -	5,685	2,158	19,845
1	6	- -	8,247	11,333	2,022	8,608	- -	5,010	44	14	16
-	- -	- -	- -	73	5	1	1	- -	- -	15	1
-	- -	- -	- -	2,044	- -	- -	2	14,359	6	—	—
-	6	- -	- -	- -	2,715	2	—	—	—	—	—
1	- -	6,714	- -	- -	1	- -	- -	1,269	—	—	—
3,812	20,872	*8,687	—	—	—	—	—	—	—	—	—
62	34	* 11	—	—	—	—	—	—	—	—	—
5	6	* 1	—	—	—	—	—	—	—	—	—
-	2	—	—	—	—	—	—	—	—	—	—
61	1,444	144	2,125	2,148	5,652	6,973	19	6,718	8,381	950	4,540
,059,069	1,963,194	3,212,394	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851
9,495	14,206	*7,357	—	—	—	—	—	—	—	—	—
,068,564	1,977,400	3,219,751	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851
33,784	24,091	66,113	19,831	14,175	15,159	72,130	26,183	22,689	16,506	2,838	21,091
-	18	46	11	- -	- -	2	—	—	—	—	—
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	521
—	—	—	—	—	—	—	—	—	—	—	—
1	- -	- -	1	3	- -	10	- -	2	2	2	2
8	16	47	14	627	208	32	46	3,271	108	1,192	211
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
5	59	17	12	31	36	13	13	37	7	8	18
-	1	- -	- -	- -	- -	8	—	—	—	—	—
-	3	- -	2	1	2	1	- -	- -	1	1	—
-	6	41	- -	- -	3	- -	6	997	- -	5	—
-	- -	- -	- -	- -	2	- -	2	1	- -	- -	1
3	5	12	7	11	44	5	4	28	9	5	9
2	- -	15	1	47	4	1	1,134	1	4	- -	6
-	- -	26	77	2	1	- -	- -	- -	23	—	—
104	- -	21	1	- -	1	- -	- -	- -	- -	1	—
1,013	1,344	2,012	1,898	91	137	591	331	15	82	42	30
206,015	201,984	212,684	215,789	82,657	166,424	118,362	122,702	155,773	134,095	158,295	119,195
56,282	91,121	98,186	150,260	52,152	136,234	128,460	92,292	104,012	77,092	63,651	49,737
2,082	63	572	168	- -	- -	189	350	226	13	1	131
167	737	15,201	22,971	29,723	9,712	66,703	18,511	57,007	13,751	95,260	105,694
-	- -	- -	- -	- -	1	- -	- -	- -	3	34	—
-	- -	- -	1,618	2,001	597	- -	- -	- -	- -	- -	24
-	- -	- -	- -	9	1	—	—	—	—	—	—
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	16	—
-	- -	4,483	- -	1	- -	- -	- -	7	- -	- -	5
5	1	—	—	—	—	—	—	—	—	—	—
1	- -	*11	—	—	—	—	—	—	—	—	—
1	3	—	—	—	—	—	—	—	—	—	—
3	2	6	15	510	23	128	31	23	99	58	4
299,476	319,454	399,493	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679
35	24	*62	—	—	—	—	—	—	—	—	—
299,511	319,478	399,555	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679

(*continued*)

nount of such importations in the first six months only of that year; the distinction between British and Foreign produce ased to be observed in the Entries after 5th July.

7.—Foreign Sugar Imported into the United Kingdom—*continued.*

	1845.	1846.	1847.	1848.	1849.	1850.	1851.
FOREIGN SUGAR of all Sorts, collectively:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Foreign West India Islands: viz.—							
Cuba	197,476	513,198	914,544	734,832	712,128	538,172	830,385
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885
Guadaloupe	—	—	—	—	—	—	—
Martinique	-	-	-	-	-	-	-
St. Martin	-	-	-	-	211	—	—
St. Eustatius	3,308	-	2,270	-	-	-	311
St. Croix	-	168	72,441	53,834	46,212	7,533	8,744
St. Thomas	-	-	-	2	6,162	5	1
St. John	-	-	724	—	—	—	—
French Guiana	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	-	-	121	4,461	2,418
United States of America	22,232	203	436	1,682	7,516	6,609	4,689
Central America	-	-	-	-	-	-	-
New Granada	6,890	1,961	1,069	4,574	1,469	75	79
Venezuela		11,593	4,853	5,010	8,749	4,262	1,431
Brazil	325,359	302,067	701,675	653,780	562,744	362,692	720,433
Chili	-	-	11	-	29	2	
Peru	2	4	44	-	1	-	-
Eastern Coast of Africa	586	-	1,124	-	651	-	-
Bourbon	-	-	-	-	-	-	-
Siam	163	-	17,948	2	-	8,524	-
Java	46,874	80,911	194,212	69,194	72,366	58,439	56,124
Philippine Islands	118,581	73,120	173,839	143,505	87,710	144,514	220,229
China	5,758	58,225	89,013	36,082	8	618	13
Russia	-	-	-	-	257	7	10
Denmark	3	-	-	6	2	-	-
Prussia	-	2,323	-	-	-	1,809	364
Hanseatic Towns	3,012	140	713	493	73	3,622	2,059
Holland	202,830	78,067	37,216	151,663	186,811	291,460	328,500
Belgium	14,421	16,257	8,028	10,430	9,367	14,373	77,669
Channel Islands	-	-	-	-	3,730	12,463	101,827
France	290	-	1,804	3	8	29,159	18,649
Portugal	654	-	-	-	1	1	4,366
Spain	-	2	-	4	1	-	2
Gibraltar	540	2	-	-	1	-	-
Italy, Sardinian Territories	-	-	-	-	-	2,316	-
—— Duchy of Tuscany	-	-	4,003	-	-	-	-
—— Austrian Territories	-	-	-	-	3	471	-
British North American Colonies	21,271	9,053	1,773	7,664	12,303	25	8,309
British Possessions in Australia	-	-	3	2	24	205	6
British Possessions in South Africa	1	-	1	997	3	842	2
St. Helena	-	-	-	-	-	-	-
Other Parts	121	11	35	18	36	13	120
	1,122,066	1,245,270	2,476,260	2,042,094	1,960,632	1,672,636	2,686,628
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account No. 1	5,988	43,199	17,045	9,139	13,115	23,081	26,729
Aggregate of the Importations from all Parts	1,128,054	1,288,469	2,493,305	2,051,233	1,973,747	1,695,717	2,713,335

*. The quantities of Foreign Sugar exhibited above as imported from certain British Possessions in the year 1854, represent the amount of su
the Duties, ceased to be observ

Office of the Inspector General of Imports and Exports,
Custom House, London, 21 April 1864.

- - - - - 7.—Foreign Sugar Imported into the United Kingdom—*continued.*

1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
466,148	970,917	1,665,106	731,663	750,341	1,014,469	1,665,785	1,671,116	1,405,087	2,062,716	2,155,347	2 134,778
52,561	143,519	378,423	239,257	199,724	197,067	362,734	216,895	262,713	518,635	438,521	545.444
—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	20,130
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1	2
—	—	—	—	—	—	—	—	—	—	—	—
- -	6	930	- -	2,822	—	—	—	—	—	—	—
8,354	1,387	27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—
1	1	668	728	14	8	9,432	8	1,269	59	48	29
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
1,653	29,242	28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470
796	27,659	68,257	15,256	22,499	264,211	29,750	45,730	7,165	263,967	1,670	394
- -	- -	- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438
42	1	- -	1	- -	2	- -	2	4	53	4	181
- -	- -	1,164	83	61	2	- -	2	2	—	—	—
290,004	671,208	579,320	468,690	531,207	850,943	836,338	1,118,610	432,980	751,788	1,263,109	1,191,418
3	12	- -	1	- -	2	11	3	2	- -	1	—
- -	4	4	9	7	5	7	2	143	2,907	5	1
838	—	—	—	—	—	—	—	—	—	—	—
- -	- -	4,612	- -	- -	- -	- -	- -	7,327	6,271	—	—
- -	- -	- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835
18,807	29,573	132,465	73,961	8,682	32,133	13,606	124,773	158,739	104,687	53,763	6,754
76,191	48,053	351,110	319,412	390,791	398,610	257,735	364,067	381,810	513,749	345,414	831,511
41,720	6	18	10	18,356	61,744	11,950	916	36,681	9,039	7,533	10,598
6	23	15	59	286	13	2	1,138	12	8	2	8
- -	- -	54	7,467	4,122	1	- -	2	4,988	23	195	8
104	1	27	2	- -	5	1	1,131	3	230	2	—
2,764	1,345	2,493	2,814	2,068	17,160	2,939	6,087	28	2,408	8,230	1,719
242,460	203,323	213,415	275,719	97,667	173,246	118,815	123,083	268,757	159,587	230,366	121,215
56,326	91,121	98,186	162,013	52,373	140,615	143,636	108,583	118,516	78,658	128,877	133,070
79,119	31,419	17,195	1,762	- -	31	189	352	296	13	52	136
16,696	5,229	19,881	323,299	94,967	146,727	456,992	199,492	604,676	77,342	442,781	309,956
- -	6,223	3,207	38,041	13,786	3,156	4,543	1,259	- -	5,688	2,192	19,845
1	6	- -	9,865	13,334	2,619	8,608	- -	5,010	44	14	40
- -	- -	- -	- -	82	6	1	1	- -	- -	15	1
- -	- -	- -	- -	2,044	- -	- -	2	14,359	6	16	—
- -	6	- -	- -	- -	2,715	2	—	—	—	—	—
1	- -	11,197	- -	1	1	- -	- -	1,276	- -	- -	5
3,817	20,873	* 8,687	—	—	—	—	—	—	—	—	—
63	34	* 22	—	—	—	—	—	—	—	—	—
6	9	* 1	—	—	—	—	—	—	—	—	—
- -	2	—	—	—	—	—	—	—	—	—	—
64	1,446	150	2,140	2,658	5,675	7,101	50	6,741	8,480	1,008	4,544
1,358,545	2,282,648	3,611,887	2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530
9,530	14,230	* 7,419	—	—	—	—	—	—	—	—	—
1,368,075	2,296,878	3,619,306	2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530

importations in the first six months only of that year; the distinction between British and Foreign produce having, by reason of the equalisation of an the Entries after 5th July.

JOHN A. MESSENGER.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1863, respectively, stating the Quantity retained for Home Consumption, the Rates of Duty paid, and the Quantity Exported.

YEARS.	Quantities Imported into the United Kingdom.			Quantities retained for Home Consumption.			Rates of Duty chargeable per Cwt.			Quantities re-exported from the United Kingdom.		
	Of British Possessions.	Foreign.	TOTAL.	Of British Possessions.	Foreign.	TOTAL.	Of any British Possessions into which the Importation of Foreign Sugar is prohibited.	Of other British Possessions.	Foreign.	Of British Possessions.	Foreign.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	£. s. d.	£. s. d.	£. s. d.	*Cwts.*	*Cwts.*	*Cwts.*
1848	31,114	195,643	226,757	20,925	25,266	46,191	From 12 July - - - 17 4	1 2 -	1 6 8	100	102,465	102,56
1849	55,794	248,598	304,392	59,860	15,277	75,137	From 5 July - - - 16 -	1 - 4	1 4 8	149	198,068	198,21
1850	12,675	345,194	357,869	15,046	101,289	116,335	From 5 July - - - 14 8	- 18 8	1 2 8	166	90,386	90,55
1851	31,400	417,051	448,541	35,924	302,155	338,079	From 5 July - - - 13 4	- 17 -	1 - 8	153	53,084	53,23
1852	4,406	299,511	303,917	5,052	268,939	273,991	From 5 July - - „ -	- 16 4	- 19 4	- - -	37,650	37,65
1853	15,617	319,478	335,095	10,942	203,814	214,756	From 5 July - - „ -	- 15 4	- 17 4	44	51,720	51,76
1854 to 5 July	1,243	156,705	157,948	6,514	43,968	50,482	From 9 May - - - 15 4	- 17 $7\frac{6}{10}$	- 19 $11\frac{2}{10}$	- - -	24,139	24,13
	Imported from			Originally Imported from			On all Sorts, of whatever Growth, and whencesoever Imported.			Originally Imported from		
	British Possessions.	Foreign Countries.		British Possessions.	Foreign Countries.		£. s. d.			British Possessions.	Foreign Countries.	
1854 from 5 July	4,716	242,850	247,566	3,461	249,706	253,167	From 5 July - - - - - 17 4 From 2 August - - - - - 16 -			42	62,891	62,93
1855	11,747	412,676	424,423	10,112	277,897	288,009	From 21 April - - - - - 1 - -			1,305	41,805	43,11
1856	5,170	182,041	187,211	1,444	256,601	258,045	- - - - - - - - „			4,954	61,670	66,62
1857	533	328,589	329,122	377	297,551	297,928	From 5 April - - - - - 18 4			- - -	24,980	24,98
1858	204	386,635	386,839	326	255,914	256,240	- - - - - - - - „			8	58,778	58,78
1859	856	261,605	262,461	781	241,598	242,379	- - - - - - - - „			30	68,844	68,87
1860	922	344,089	345,011	605	264,509	265,114	- - - - - - - - „			261	30,578	30,83
1861	4,059	241,795	245,854	909	242,769	243,678	- - - - - - - - „			1,188	34,730	35,91
1862	3,053	321,409	324,462	1,280	266,917	268,197	- - - - - - - - „			2,822	19,889	22,71
1863	910	296,679	297,589	1,267	249,004	250,271	- - - - - - - - „			239	26,070	26,30

Office of the Inspector General of Imports and Exports,
Custom House, London, 21 April 1864.

JOHN A. MESSENGER.

AN ACCOUNT of the QUANTITY and DECLARED VALUE of *British* REFINED SUGAR Exported from the United Kingdom, in the Years 1844 to 1863, respectively.

YEARS.	British Refined Sugar Exported from the United Kingdom.	
	Quantity.	Declared Value.
	Cwts.	£.
1844	219,117	331,050
1845	273,776	472,947
1846	227,570	392,404
1847	229,186	413,437
1848	248,702	437,221
1849	223,273	373,721
1850	209,148	344,499
1851	258,726	368,085
1852	213,563	300,134
1853	179,254	301,627
1854	125,139	218,351
1855	43,881	99,916
1856	313,953	806,445
1857	119,830	355,635
1858	127,260	362,472
1859	119,996	342,088
1860	84,722	235,798
1861	141,659	348,763
1862	213,507	531,609
1863	278,757	504,958

Office of the Inspector General of Imports and Exports, Custom House, London, 21 April 1864.

JOHN A. MESSENGER.

A RETURN of the Quantities of Sugar Imported and Retained for Home Consumption, with Rate of Duty charged, and Revenue therefrom, from 1844 to 1863 inclusive.

AN ACCOUNT of the Imports into the United Kingdom of Sugar, Melasses, Rum, Coffee, Cocoa and Cotton, from the *West Indies, British Guiana, Mauritius,* and the British Possessions in *India*, for the Years 1845 to 1863;—also, the Quantities of Foreign Sugar Imported, for the same Periods.

AN ACCOUNT of the Quantity of Refined Sugar and Sugar Candy Imported into the United Kingdom, in the Years 1848 to 1863, respectively.

AN ACCOUNT of the Quantity and Declared Value of British Refined Sugar Exported from the United Kingdom in the Years 1844 to 1863, respectively.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
25 *April* 1864.

Under 4 *oz.*

FOREIGN SUGAR.

RETURN to an Order of the Honourable The House of Commons, dated 12 February 1864;—*for*,

A RETURN "of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1863 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported (in continuation of Parliamentary Paper, No. 273, of Session 1863)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
25 *April* 1864.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 184

	Foreign Sugar retained for Home Consumption in the United Kingdom.								
	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Unrefined Sugar Imported from—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Foreign West India Islands; viz.—									
Cuba	28	21	154,742	349,693	496,351	192,676	372,615	617,879	369,27
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,27
St. Croix	–	–	185	58,779	51,476	47,901	10,398	11,681	7,70
Dutch Guiana	–	–	–	–	–	120	2,165	–	
United States of America	1	15	20	167	665	2,810	1,150	92	20
Central America	–	–	–	–	–	–	–	–	–
New Granada	12	452	1,316	765	1,388	98	60	122	–
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	3
Brazil	21	5	109,373	202,069	351,833	93,395	170,029	300,785	62,99
Bourbon	–	–	–	–	–	–	–	–	–
Siam	–	–	–	8,724	4,803	14	9	–	–
Java	–	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,02
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,68
China	–	2,158	37,513	41,836	24,318	1,089	2,600	107	2,88
Hanseatic Towns	–	–	–	1	1	4	2,177	218	10
Holland	–	–	4,106	–	1,448	22	7,405	27,549	28,73
Belgium	–	–	566	752	133	2	–	–	–
Channel Islands	–	–	77	–	–	3,536	9,540	90,040	77,38
France	–	–	–	118	–	–	3,869	22,584	17,80
Portugal	–	–	–	–	–	1	1	15	–
Italy—Austrian Territories	–	–	–	–	–	3	–	422	4
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	37
Other Parts (except the British Possessions specified below)	4	4	38	1,528	321	143	3,135	1,301	3
	92	76,994	548,366	964,459	1,216,912	493,251	902,380	1,368,522	675,57
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,594	1,219	2,096	10,317	5,58
British Possessions in the East Indies	2	312	51,480	6,819	2,458	2,008	3,919	201	1,36
Aggregate of Unrefined Sugar Retained for Home Consumption	98	77,307	602,739	974,019	1,220,964	496,478	908,395	1,379,040	682,52
Refined Sugar and Sugar Candy Imported from—									
Foreign West India Islands; viz.—									
Cuba	–	–	13,583	16,073	934	22	70	100	3
St. Croix	–	–	–	147	3	70	–	4	—
Brazil	–	–	2	199	12	18	6	3	11
Hanseatic Towns	–	–	10	331	476	233	579	461	1,11
Holland	2	12	7	16	23,377	12,958	92,798	233,016	214,25
Belgium	–	9	–	10	420	1,864	7,133	59,590	50,37
Channel Islands	–	–	–	–	–	65	136	1,096	77
France	–	–	–	–	3	8	245	7,561	2,21
Other Parts (exclusive of the British Possessions specified below)	3	6	7	15	25	30	310	301	12
	5	27	13,609	16,791	25,250	15,268	101,277	302,132	268,91
British West Indies, British Guiana, and Mauritius	–	–	–	–	1	1	1	1	1
British Possessions in the East Indies	1	–	1	4	15	8	11	22	1
Aggregate of Refined Sugar and Sugar Candy Retained for Home Consumption	6	27	13,610	16,795	25,266	15,277	101,289	302,155	268,94

to 1863, distinguishing Refined from Unrefined, and also the several Places from whence such Sugar was Imported.

Foreign Sugar retained for Home Consumption in the United Kingdom.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
807,493	1,340,820	862,931	498,773	930,192	1,267,285	1,626,082	1,259,324	1,742,650	1,933,889	1,939,885
112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230
1,653	26,893	1,610	5,368	1,877	25,417	131	—	2,906	1,679	—
11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376
4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808
- -	- -	- -	- -	81	4,420	9,272	15,953	7,956	12,845	27,476
27	- -	1	- -	2	- -	2	4	53	4	179
18	101	2	81	25	- -	- -	2	—	—	—
437,858	404,415	561,512	406,964	729,355	658,247	932,073	608,021	590,055	1,098,888	1,090,039
- -	- -	1,355	- -	- -	- -	- -	3,099	7,221	—	—
3	- -	- -	- -	11,925	8,939	30,511	46,427	26,411	15,001	10,459
18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726
80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136
4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254
1	351	1,318	1,121	6,595	2,057	2,996	1,339	212	12,214	516
1,110	2	7,685	39,726	12,888	460	374	93,921	41,158	54,497	20,340
44	- -	10,396	221	1,192	8,948	21,195	14,502	- -	64,767	83,514
29,034	17,712	213	447	31	- -	2	70	- -	50	—
4,312	4,680	92,839	204,534	142,388	354,848	202,808	530,002	80,615	292,344	228,595
737	- -	3,587	21,617	2,928	5,362	1,259	- -	5	3,265	7,377
- -	2	5,536	- -	1	- -	- -	1,172	—	—	—
7,722	3,808	—	—	—	—	—	—	—	—	—
311	1,256	1,222	8,076	10,861	23,578	4,066	24,487	12,242	1,684	20,201
,522,239	2,434,280	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111
9,341	4,976	—	—	—	—	—	—	—	—	—
398	35	—	—	—	—	—	—	—	—	—
,531,978	2,439,291	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111
86	5,973	1,614	58	33	1,151	304	269	189	79	104
—	—	—	—	—	—	—	—	—	—	—
3	15	10	30	30	17	13	24	9	7	9
287	887	24	96	37	436	139	83	78	133	4
142,739	189,388	162,628	127,103	152,826	86,173	120,833	121,324	147,036	144,714	93,339
60,280	86,857	106,087	87,089	135,445	122,671	85,556	92,348	83,356	57,586	46,680
75	475	123	49	- -	189	- -	1	13	1	2
273	9,892	7,360	41,980	9,109	44,654	34,697	50,215	12,007	64,345	108,648
47	159	51	196	71	623	56	245	81	52	218
203,790	293,646	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004
4	3	—	—	—	—	—	—	—	—	—
20	25	—	—	—	—	—	—	—	—	—
203,814	293,674	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004

AN ACCOUNT of the Quantity of Foreign Sugar Entered for Home Consumption during

	Foreign Sugar retained for Home Consumption in the United Kingdom.								
	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Foreign Sugar of all Sorts collectively, Imported from—									
Foreign West India Islands; viz.:—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Cuba	28	21	168,325	365,766	497,285	192,698	372,685	617,979	369,306
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272
St. Croix	–	–	185	58,926	51,479	47,971	10,398	11,685	7,704
Dutch Guiana	–	–	–	–	–	120	2,165	–	3
United States of America	1	15	20	167	665	2,810	1,150	92	205
Central America	–	–	–	–	–	–	–	–	–
New Granada	12	452	1,316	765	1,388	98	60	122	–
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33
Brazil	21	5	109,375	202,268	351,845	93,413	170,035	300,788	63,001
Bourbon	–	–	–	–	–	–	–	–	–
Siam	–	–	–	8,724	4,803	14	9	–	–
Java	–	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687
China	–	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888
Hanseatic Towns	–	–	10	332	477	237	2,756	679	1,225
Holland	2	12	4,113	16	24,825	12,980	100,203	260,565	242,998
Belgium	–	9	566	762	553	1,866	7,133	59,590	50,375
Channel Islands	–	–	77	–	–	3,601	9,676	91,136	78,164
France	–	–	–	118	3	8	4,114	30,145	20,024
Portugal	–	–	–	–	–	1	1	15	–
Italy—Austrian Territories	–	–	–	–	–	3	–	422	4
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	37
Other Parts (except the British Possessions specified below)	7	10	45	1,543	346	173	3,445	1,602	16
	97	77,021	561,975	981,250	1,242,162	508,519	1,003,657	1,670,654	944,48
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,595	1,220	2,097	10,318	5,60
British Possessions in the East Indies	3	312	51,481	6,823	2,473	2,016	3,930	223	1,37
Aggregate of Sugar of all Sorts Retained for Home Consumption	104	77,334	616,349	990,814	1,246,230	511,755	1,009,684	1,681,195	951,4

* Since the equalization of the Duties on 5th July 1854, the origin of Sugar imported into the United Kingdo shipment. Such quantities of Foreign Sugar therefore as, subsequently to the date above mentioned, may have b foregoing Return of Consumption.

Office of the Inspector-General of Imports and Exports,
Custom House, London, 21 April 1864.

ach Year, from 1844 to 1863, distinguishing Refined from Unrefined, &c.—*continued.*

- - - Foreign Sugar retained for Home Consumption in the United Kingdom.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
807,579	1,346,793	864,545	498,831	930,225	1,268,436	1,626,386	1,259,593	1,742,839	1,933,968	1,939,989
112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230
1,653	26,893	1,610	5,368	1,877	25,417	131	- -	2,906	1,679	—
11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376
4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808
- -	- -	- -	- -	81	4,420	9,272	15,953	7,956	12,845	27,476
27	- -	1	- -	2	- -	2	4	53	4	179
18	101	2	81	25	- -	- -	2	—	—	—
437,861	404,430	561,522	406,994	729,385	658,264	932,086	608,045	590,064	1,098,895	1,090,048
- -	- -	1,355	- -	- -	- -	- -	3,099	7,221	—	—
3	- -	- -	- -	11,925	8,939	30,511	46,427	26,411	15,001	10,459
18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726
80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136
4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254
288	1,238	1,342	1,217	6,632	2,493	3,135	1,422	290	12,347	520
143,849	189,390	170,313	166,829	165,714	86,633	121,207	215,245	188,194	199,211	113,679
60,324	86,857	116,483	87,310	136,637	131,619	106,751	106,850	83,356	122,353	130,194
29,109	18,187	336	496	31	189	2	71	13	51	2
4,585	14,572	100,199	246,514	151,497	399,502	237,505	580,217	92,622	356,689	337,243
737	- -	3,587	21,617	2,928	5,362	1,259	- -	5	3,265	7,377
-	2	5,536	- -	1	- -	- -	1,172	—	—	—
7,722	*3,808	—	—	—	—	—	—	—	—	—
358	1,415	1,273	8,272	10,932	24,201	4,122	24,732	12,323	1,736	20,419
26,029	2,727,926	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115
9,345	*4,979	—	—	—	—	—	—	—	—	—
418	*60	—	—	—	—	—	—	—	—	—
35,792	2,732,965	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115

ng no longer directly authenticated by the entry at the Custom House, can only be inferred from the place of ported from the British Possessions Abroad, have not been identified as Foreign, and are not included in the

John A. Messenger.

FOREIGN SUGAR.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1863 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
25 *April* 1864.

Under 1 *oz.*

TARIFFS.

RETURN to an Order of the Honourable The House of Commons, dated 26 July 1864;—*for*,

A RETURN "of the NEW and OLD RATES of DUTY upon various ARTICLES (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made *since the Publication of Return, No.* 493, *of Session* 1863; and showing the Percentage Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation."

SUPPLEMENT No. 1 to RETURN, No. 493, of Session 1863.

ARTICLES upon which DUTIES have been ALTERED.	COUNTRIES in which DUTIES have been ALTERED.	PAGE of RETURN showing ALTERATIONS of DUTY.
Yarns: Linen	Papal States	Pages 8, 9.
Jute	Italy	Pages 6, 7.
Woven Fabrics:		
Cotton	Sweden	Pages 2, 3.
	Italy	Pages 6, 7.
Linen	Spain	Pages 4, 5.
	Italy	Pages 6, 7.
	Papal States	Pages 8, 9.
Jute	Italy	Pages 6, 7.
Silk	Italy	Pages 6, 7, 8, 9.
Woollen	The Zollverein	Pages 2, 3.
	Spain	Pages 4, 5, 6, 7.
	Italy	Pages 8, 9.
	Papal States	Pages 8, 9.
Of Hair	The Zollverein	Pages 2, 3.
	Spain	Pages 6, 7.
Iron and Steel	Sweden	Pages 2, 3.
	The Zollverein	Pages 2, 3.
	Italy	Pages 8, 9.
„ Ships	Italy	Pages 8, 9.
Arms	Sweden	Pages 2, 3.
	Switzerland	Pages 8, 9.
Gutta-Percha	Sweden	Pages 2, 3.
Miscellaneous:		
Lucifer Matches	Sweden	Pages 2, 3.
Tobacco	Portugal	Pages 2, 3.
Petroleum	Italy	Pages 8, 9.
Cocoa	Italy	Pages 8, 9.
New Tariff	Hamburg	Pages 2, 3.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
26 *July* 1864.

RETURN of the NEW and OLD RATES of DUTY upon various ARTICLES (so far as the same can be Publication of Return No. 493, of Session 1863, and showing the Per-centage, Increase,

SUPPLEMENT, No. 1

To RETURN No. 493, of SESSION 1863.

SWEDEN.

ARTICLES.	NEW DUTY.			
	Foreign Measures and Money.		English Measures and Money.	
IRON:				
Cast iron wares not specified—coarse: Fire-irons, door-scrapers, coffee-mills, copying-presses, umbrella-stacks, &c., padlocks, and spittoons	per Skälpund	*Rdm. öre.* 0 12	per Cwt.	£. s. d. – 15 11
Iron, wrought: Anchors	per Centner	0 75	„	– 1 –
Grappling-irons, armlets, hammers, rudder-bands, ships'-knees, and anvils	„	0 75	„	– 1 –
Iron safes and bedsteads		20 % *ad val.*		20 % *ad val.*
Scissors, for tailors, and garden and wool-shears		5 % *ad val.*		5 % *ad val.*
Saw blades		5 % *ad val.*		5 % *ad val.*
Files and rasps		5 % *ad val.*		5 % *ad val.*
Instruments: surgical, mathematical, &c.	per Skälpund	0 25	per Cwt.	1 13 3
Arms and ammunition: Guns, &c., with their cases and appurtenances, &c.: Double barrel / Single barrel / Pistols	„	0 20	„	1 6 7
Percussion caps	„	0 50	„	3 6 6
COTTON TISSUES: Bookbinders' cloth	„	0 20	„	1 6 7
Wadding, other than silk	„	0 10	„	– 13 4
JEWELLERY	„	0 75	„	4 19 9
GUTTA-PERCHA, pipes and tubing, for water and gas		Free		Free
TRAVELLING BAGS	per Skälpund	0 20	per Cwt.	1 6 7
LUCIFERS (including the weight of the boxes)	„	0 12	„	– 15 11

THE ZOLLVEREIN.

WOOLLENS, with threads of silk or mohair in the warp or woof, to pay as half silk goods	per Centner	*Thlr. sgr.* 55 00	per Lb.	£. s. d. – 1 6
IRON AND STEEL: Steel rails for railways (if not imported as steel plates)	„	1 15	per Cwt.	– 4 6¾

HAMBURG.

Articles not exceeding 50 marcs banco (3 *l.* 15 *s.*) in value		Free		Free
Articles of all kinds subject to import duty		½ % *ad val.*		¼ % *ad val.*

PORTUGAL.

TOBACCO, in roll	per Kilog.	*Reis.* 1,100	per Cwt.	£. s. d. 12 11 7
„ in leaf	„	1,300	„	14 17 3
„ Cigars	„	2,000	„	22 17 4
„ Any other kind of manufactured tobacco	„	1,600	„	18 5 11

given) levied by the TARIFFS of FOREIGN COUNTRIES in which Alterations have been made since the and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation.

SUPPLEMENT, No. 1.

To RETURN No. 493, of SESSION 1863.

SWEDEN.

ARTICLES.	OLD DUTY. English Measures and Money.	Increase per Cent.	Decrease per Cent.	Date of Alteration.
IRON:				
Cast iron wares not specified—coarse: Fire-irons, door-scrapers, coffee-mills, copying-presses, umbrella-stacks, &c., padlocks, and spittoons	per Cwt. £. s. d. — 3 11¾	300	—	1 January 1864.
Iron, wrought: Anchors	„ — 1 4	—	25	
Grappling-irons, armlets, hammers, rudder-bands, ships'-knees, and anvils	„ — 1 4	—	25	
Iron safes and bedsteads	not specified	—	—	
Scissors, for tailors, and garden and wool-shears	per Cwt. — 19 11	from specific to *ad val.*		
Saw blades	„ — 19 11	ditto	—	
Files and rasps	„ — 16 11	ditto	—	
Instruments: surgical, mathematical, &c.	„ 2 13 2	—	37½	
Arms and ammunition: Guns, &c., with their cases and appurtenances, &c.: Double barrel	Each — 4 5¼	from number to weight		
Single barrel	„ — 2 2¾			
Pistols	per Pair — 1 1⅓			
Percussion caps	per Cwt. 3 19 9	—	16⅔	
COTTON TISSUES: Bookbinders' cloth	(not separately specified)	—	—	
Wadding, other than silk	per Cwt. 1 13 3	—	60	
JEWELLERY	„ 6 12 11	—	25	
GUTTA-PERCHA, pipes and tubing, for gas and water	„ 3 6 6	Duty removed		
TRAVELLING BAGS	„ 2 13 2	—	50	
LUCIFERS (including the weight of the boxes)	(not separately specified)	—	—	

THE ZOLLVEREIN.

WOOLLENS, with threads of silk or mohair in the warp or woof, to pay as half silk goods	(not separately specified) £. s. d.	—	—	
IRON AND STEEL: Steel rails for railways (if not imported as steel plates)	per Cwt. — 9 2	—	50	

HAMBURG.

Articles not exceeding 20 marcs banco in value	Free	Extension of privilege for free goods from 20 to 50 marcs	21 Dec. 1864.
Articles of all kinds subject to import duty	½ % *ad val.*	— 50	21 Dec. 1864.

PORTUGAL.

TOBACCO, in roll	Allowed only to be imported by contractors authorized by the Government	—	—	To come into force 1 January 1865.
„ in leaf				
„ Cigars				
„ Any other kind of manufactured tobacco				

SPAIN.

ARTICLES.	NEW DUTY.					
	Foreign Measures and Money.			English Measures and Money.		
			Reals. cts.			£. s. d.
LINEN FABRICS:						
Tissues, damasked or flowered, in pieces: table-cloths, napkins, towels, or other forms, with or without coloured stripes, with applications of false gold or silver:						
In Spanish vessels	per Kilog.		14 25 and 25 % additional	per Cwt.		7 4 10 and 25 % additional
In Foreign vessels	„		17 10 and 25 % additional	„		8 13 10 and 25 % additional
WOOLLEN TISSUES:						
Plain or twilled, smooth or figured, raw, not dyed nor printed; such as alpacas, barèges, shalloons, bombazines, serge, merinos, orleans, cloth of goats' hair, reps, damasks, and other similar stuffs, of whatever kind, in the piece, cut lengths, or other forms, not provided for in other parts of the tariff; also, twilled handkerchiefs, raw, not dyed nor printed, *the weight of which shall not exceed one kilogramme in eight square mètres* (2⅕ lbs. in 9½ square yards):						
In Spanish vessels	„		28 00	„		14 4 7
In Foreign vessels	„		33 60	„		17 1 5
The same, dyed or printed:						
In Spanish vessels	„		32 50	„		16 10 4
In Foreign vessels	„		39 00	„		19 16 4
Plain or twilled, smooth or figured, raw, not dyed nor printed; such as alpacas, barèges, shalloons, bombazines, serge, merinos, orleans, cloth of goats' hair, reps, damasks, and other similar stuffs, of whatever kind, in the piece, cut lengths, or other forms, not provided for in other parts of the tariff, *always provided that their weight exceeds one kilogramme in eight square mètres* (2⅕ lbs. in 9½ square yards):						
In Spanish vessels	„		16 70	„		8 9 9
In Foreign vessels	„		20 05	„		10 3 9
The same, printed or dyed:						
In Spanish vessels	„		20 80	„		10 11 5
In Foreign vessels	„		24 95	„		12 13 7
Twilled, merinos, single or double, raw, not dyed nor printed, in the piece, cut lengths, or other forms:						
In Spanish vessels	„		21 60	„		10 19 6
In Foreign vessels	„		25 90	„		13 3 3
The same, dyed or printed, and ornamental handkerchiefs, containing or not a mixture of silk, and whose value does not exceed 400 reals per kilogramme:						
In Spanish vessels	„		26 40	„		13 8 4
In Foreign vessels	„		31 68	„		16 2 –
Cloths of wool, with cotton warps:						
In Spanish vessels	„		21 00	„		10 13 5
In Foreign vessels	„		25 20	„		12 16 1
Cloths of pure wool, the value of which does not exceed 80 reals per kilogramme:						
In Spanish vessels	„		28 00	„		14 4 7
In Foreign vessels	„		33 60	„		17 1 5

SPAIN.

ARTICLES.	OLD DUTY. English Measures and Money.		Increase per Cent.	Decrease per Cent.	Date of Alteration.
LINEN FABRICS:					
Tissues, damasked or flowered, in pieces: table-cloths, napkins, towels, or other forms, with or without coloured stripes, with applications of false gold or silver:		£. s. d.			
In Spanish vessels	per Cwt.	7 4 10	25 % additional duty imposed	-	7 Aug. 1863.
In Foreign vessels	„	8 13 10	25 % additional duty imposed	-	
WOOLLEN TISSUES:					
Plain or twilled, smooth or figured, raw, not dyed nor printed; such as alpacas, barèges, shalloons, bombazines, serge, merinos, orleans, cloth of goats' hair, reps, damasks, and other similar stuffs, of whatever kind, in the piece, cut lengths, or other forms, not provided for in other parts of the tariff; also, twilled handkerchiefs, raw, not dyed nor printed, *the weight of which shall not exceed one kilogramme in eight square mètres* (2⅕ lbs. in 9½ square yards):					
In Spanish vessels	„	8 9 9	67	-	
In Foreign vessels	„	10 3 9	67	-	
The same, dyed or printed:					
In Spanish vessels	„	10 11 5	56	-	
In Foreign vessels	„	12 13 7	56	-	
Plain or twilled, smooth or figured, raw, not dyed nor printed; such as alpacas, barèges, shalloons, bombazines, serge, merinos, orleans, cloth of goats' hair, reps, damasks, and other similar stuffs, of whatever kind, in the piece, cut lengths, or other forms, not provided for in other parts of the tariff, *always provided that their weight exceeds one kilogramme in eight square mètres* (2⅕ lbs. in 9½ square yards):					
In Spanish vessels	„	8 9 9	New classification, but duty unaltered upon goods exceeding in weight one kilogramme in eight square mètres		20 Aug. 1864.
In Foreign vessels	„	10 3 9			
The same, printed or dyed:					
In Spanish vessels	„	10 11 5			
In Foreign vessels	„	12 13 7			
Twilled, merinos, single or double, raw, not dyed nor printed, in the piece, cut lengths, or other forms:					
In Spanish vessels	„	9 2 11	20	-	
In Foreign vessels	„	10 19 6	20	-	
The same, dyed or printed, and ornamental handkerchiefs, containing or not a mixture of silk, and whose value does not exceed 400 reals per kilogramme:					
In Spanish vessels	„	11 3 7	20	-	
In Foreign vessels	„	13 8 4	20	-	
Cloths of wool, with cotton warps:					
In Spanish vessels	„	10 13 5	New classification, but duty unaltered upon this class of woollens		
In Foreign vessels	„	12 16 1			
Cloths of pure wool, the value of which does not exceed 80 reals per kilogramme:					
In Spanish vessels	„	10 13 5	33	-	
In Foreign vessels	„	12 16 1	33	-	

SPAIN—*Continued.*

ARTICLES.	NEW DUTY.					
	Foreign Measures and Money.			English Measures and Money.		
WOOLLEN TISSUES—*continued.*						
Embroidered and brocaded merinos, and superior cashmeres, mixed or not with silk, *the value of which exceeds* 400 *reals the kilogramme*, in the piece, cut lengths, handkerchiefs, and other forms:		*Reals.*	*cts.*		£.	*s.* *d.*
In Spanish vessels	per Kilog.	81	50	per Cwt.	41	8 4
In Foreign vessels	„	97	80	„	49	14 –
TISSUES OF HAIR—such as those of chamois, alpaca, and other similar hairs:						
In Spanish vessels	„	6	30	„	3	4 –
In Foreign vessels	„	7	55	„	3	16 9
WINDOW-BLINDS, transparent, printed on one or both sides:						
In Spanish vessels	„	16	80	„	8	10 9
In Foreign vessels	„	20	15	„	10	4 10

ITALY.

YARNS, JUTE:						
Unbleached or bleached, not twisted, measuring 20,000 mètres or less to the kilogramme	per 100 Kilos.	*Lire.* 10	*cts.* 00	per Cwt.	*£.* –	*s.* *d.* 4 1
More than 20,000 mètres to the kilogramme	„	20	00	„	–	8 2
Twisted or dyed, measuring 20,000 mètres or less to the kilogramme	„	15	00	„	–	6 1
More than 20,000 mètres to the kilogramme	„	30	00	„	–	12 2
WOVEN MANUFACTURES:						
COTTON:						
Oil cloth for packing, furniture, hangings, and other purposes		10 % *ad val.*			10 % *ad val.*	
LINEN TISSUES, dyed or made of dyed threads:						
Of less than six threads in the warp in the space of 5 millemètres	per 100 Kilos.	38	00	per Cwt.	–	15 5
Of six threads and above	„	90	00	„	1	16 7
Linen tapes and ribbons	„	80	00	„	1	12 6
Linen carpeting	„	40	00	„	–	16 3
JUTE TISSUES		15 % *ad val.*			15 % *ad val.*	
SILK TISSUES:						
Of pure silk:						
To 1st January 1865	per Kilog.	9	00	per Lb.	–	3 3
From 1st January 1865 to 1st January 1868	„	6	00	„	–	2 2
From 1st January 1868	„	3	00	„	–	1 1
Of floss silk, or of silk and floss silk:						
To 1st January 1865	„	8	00	„	–	2 11
From 1st January 1865 to 1st January 1868	„	6	00	„	–	2 2
From 1st January 1868	„	3	00	„	–	1 1
Tissues of silk, mixed with other materials, pay the duty of the predominating material; but when they contain more than 12 % and less than 50 % of silk or floss silk	„	3	00	„	–	1 1

SPAIN—*Continued.*

ARTICLES.	OLD DUTY. English Measures and Money.		Increase per Cent.	Decrease per Cent.	Date of Alteration.
Woollen Tissues—*continued.*					
Embroidered and brocaded merinos, and superior cashmeres, mixed or not with silk, *the value of which exceeds* 400 *reals the kilogramme*, in the piece, cut lengths, handkerchiefs, and other forms :		£. s. d.			
In Spanish vessels	per Cwt.	41 8 4	New classification as to value of the articles, but duty unaltered		20 Aug. 1864.
In Foreign vessels	„	49 14 –			
Tissues of Hair—such as those of chamois, alpaca, and other similar hairs :					
In Spanish vessels	–	30 % *ad val.*	from *ad val.* to specific		6 April 1864.
In Foreign vessels	–	30 % *ad val.*	from *ad val.* to specific		
Window-blinds, transparent, printed on one or both sides :					
In Spanish vessels	Each	– 6 –	from number to weight		
In Foreign vessels	„	– 7 2	from number to weight		

ITALY.

Yarns, Jute :		£. s. d.			
Unbleached or bleached, not twisted, measuring 20,000 mètres or less to the kilogramme	Not separately specified in the old Tariff, but charged as Linens		–	–	1 Jan. 1864.
More than 20,000 mètres to the kilogramme					
Twisted or dyed, measuring 20,000 mètres or less to the kilogramme					
More than 20,000 mètres to the kilogramme					
Woven Manufactures :					
Cotton :					
Oil cloth for packing, furniture, hangings, and other purposes	per Cwt.	from 1*l.* 3*s.* 5*d.* to 1*l.* 15*s.* 1*d.*	from specific to *ad val.*		
Linen Tissues, dyed or made of dyed threads :					
Of less than six threads in the warp in the space of 5 millemètres	„	Dyed tissues, 2*l.* 6*s.* 9*d.* per cwt. Woven in colours, 1*l.* 15*s.* 1*d.* per cwt.	–	–	6 Aug. 1863.
Of six threads and above	„	Dyed tissues, 2*l.* 6*s.* 9*d.* per cwt. Woven in colours, 1*l.* 15*s.* 1*d.* per cwt.	–	–	
Linen tapes and ribbons	„	2 6 9	–	30	
Linen carpeting	„	– 18 8	–	13	
Jute Tissues	Not separately specified in the old Tariff, but charged as Linens		–	–	1 Jan. 1864.
Silk Tissues :					
Of pure silk	per Lb.	– 4 2	–	22 48 74	6 Aug. 1863.
Of floss silk, or of silk and floss silk	„	– 3 4	–	13 35 68	
Tissues of silk, mixed with other materials, pay the duty of the predominating material; but when they contain more than 12 % and less than 50 % of silk or floss silk	„	– 1 3	–	13	

ITALY—*Continued.*

ARTICLES.	NEW DUTY. Foreign Measures and Money.		English Measures and Money.	
		Lire. cts.		£. *s. d.*
SILK TISSUES—*continued.*				
Ribbons of silk or floss silk :				
To 1st January 1865	per Kilog.	9 00	per Lb.	– 3 3
From 1st January 1865 to 1st January 1868	„	7 00	„	– 2 7
From 1st January 1868	„	5 00	„	– 1 10
Other kinds :				
To 1st January 1865	„	9 00	„	– 3 3
From 1st January 1865	„	8 00	„	– 2 11
Mixed ribbons		10 % *ad val.*		10 % *ad val.*
Foulards, unbleached	per Kilog.	3 00	per Lb.	– 1 1
printed or dyed	per Kilog.	3 00	per Lb.	– 1 1
Tulle and lace		5 % *ad val.*		5 % *ad val.*
Tissues mixed with false gold or silver	per Kilog.	3 50	per Lb.	– 1 3½
WOOLLEN TISSUES :				
Carpets	„	1 00	per Cwt.	2 – 8
Tissues :				
Until 1st October 1864		15 % *ad val.*		15 % *ad val.*
From 1st October 1864		10 % *ad val.*		10 % *ad val.*
Note.—The importer has the option of paying either the above *ad valorem* rates, or the old specific duty of 3 *l.* 5 *s.* 5 *d.* per cwt.				
METALS :				
Steel, rolled, in sheets or plates	per 100 Kilos.	15 85	per Cwt.	– 6 5
METAL WARES :				
Of cast iron, not polished nor turned	„	4 00	„	– 1 7½
Of wrought iron :				
Anchors, cannon, anvils, tilt-hammers, and ploughshares	„	8 00	„	– 3 3
Tin-plate, manufactured, and with small ornaments of other metals	„	15 00	„	– 6 1
Fish-hooks	„	23 20	„	– 9 5
Surgical, mathematical, and chemical instruments	„	10 00	„	– 4 1
Springs for carriages	„	15 00	„	– 6 1
Iron ships, when brought for sale to Italian ports	Free		Free	
PETROLEUM, distilled, refined, or purified	per 100 Kilos.	2 00	per Cwt.	– – 9¾
COCOA	„	30 00	„	– 12 2

PAPAL STATES.

		Scud. baj.		£. *s. d.*
YARNS :				
Linen yarn and hempen yarn, coarse; also twist	per 100 Libbre	2 00	per Cwt.	– 12 8
WOVEN FABRICS :				
Linen cloths, common, of whatever kind	„	15 00	„	4 15 2
Embroidered	„	30 00	„	9 10 5
Woollen drugget	„	10 00	„	3 3 6

SWITZERLAND.

		Frs. cts.		£. *s. d.*
ARMS of all kinds for private use	per Swiss Quintal	2 00	per Cwt.	– 1 7½

Statistical Department, Board of Trade,
January 1865.

ITALY—*Continued.*

ARTICLES.	OLD DUTY. English Measures and Money.		Increase per Cent.	Decrease per Cent.	Date of Alteration.
SILK TISSUES—*continued.*		£. s. d.			
Ribbons of silk or floss silk	As tissues, according to kind		-	-	
Other kinds					
Mixed ribbons					
Foulards, unbleached	per Lb.	– 2 1	-	48	
printed or dyed	„	– 2 11	-	63	
Tulle and lace	„	– 5 –	from specific to *ad val.*		
Tissues mixed with false gold or silver	„	– 4 2	-	70	
WOOLLEN TISSUES:					
Carpets	per Cwt.	2 6 9	-	13	
Tissues	„	3 5 5	from specific to *ad val.*		
Note.—The importer has the option of paying either the above *ad valorem* rates, or the old specific duty of 3 *l.* 5 *s.* 5 *d.* per cwt.					9 Aug. 1863.
METALS:					
Steel, rolled, in sheets or plates	„	– 9 4	-	31	
METAL WARES:					
Of cast iron, not polished nor turned	„	– 1 10½	-	13	
Of wrought iron:					
Anchors, cannon, anvils, tilt-hammers, and ploughshares	„	– 3 8¼	-	13	
Tin-plate, manufactured, and with small ornaments of other metals	„	– 7 –	-	13	
Fish-hooks	„	1 3 5	-	60	
Surgical, mathematical, and chemical instruments	„	– 9 4	-	57	
Springs for carriages	„	– 14 –	-	57	
Iron ships, when brought for sale to Italian ports	Not separately specified		-	-	Nov. 1864.
PETROLEUM, distilled, refined, or purified	Not separately specified		-	-	August 1864.
COCOA	per Cwt.	– 14 3	-	14¼	12 Dec. 1864.

PAPAL STATES.

YARNS:		£. s. d.			
Linen yarn and hempen yarn, coarse; also twist	per Cwt.	1 11 9	-	60	
WOVEN FABRICS.					
Linen cloths, common, of whatever kind	„	4 15 2 and 40 % additional duty	-	additional *ad val.* duty removed	26 Oct. 1863.
Embroidered	„	not specified	-	-	
Woollen drugget	„	7 18 8	-	60	

SWITZERLAND.

		£. s. d.			
ARMS of all kinds for private use	per Cwt.	– 12 2	-	86½	18 June 1863.

A. W. Fonblanque.

TARIFFS.

RETURN of the NEW and OLD RATES of DUTY upon various ARTICLES (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES in which Alterations have been made *since the Publication of Return, No.* 493, *of Session* 1863; and showing the Per-Centage Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation.

SUPPLEMENT No. 1
to RETURN, No. 493, of Session 1863.

(*Mr. Milner Gibson.*)

Ordered. by The House of Commons, *to be Printed*,
26 *July* 1864.

526.

Under 1 *oz.*

TEA, SUGAR, &c.

RETURN to an Order of the Honourable The House of Commons, dated 7 June 1864;—*for,*

RETURNS "showing, so far as can be given, the Quantities of TEA, SUGAR, COFFEE, WINE, MALT, SPIRITS, TOBACCO, and CORN, taken for Consumption in *Great Britain* and *Ireland* respectively, in each of the Years 1841, 1851, 1861, 1862, and 1863:"

"Showing also the Quantity of each ARTICLE Consumed per Head of the POPULATION in each Country, the Amount of REVENUE derived in each Country from each Article in each Year, and the Amount of such REVENUE per Head in each Country:"

"And, of the POPULATION of each Country in each Year."

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printed,*
19 *July* 1864.

CUSTOMS.

RETURN showing, so far as can be given, the Quantities of TEA, SUGAR, COFFEE, WINE, MALT, SPIRITS, TOBACCO, and CORN, taken for Consumption in *Great Britain* and *Ireland* respectively, in each of the Years 1841, 1851, 1861, 1862, and 1863; showing also the Quantity of each ARTICLE Consumed per Head of the POPULATION in each Country, the Amount of REVENUE derived in each Country from each Article in each Year, and the Amount of such REVENUE per Head in each Country (so far as relates to the Customs).

GREAT BRITAIN.

	Year.	1. Aggregate Consumption. Net Quantity charged with Duty in Great Britain, after deduction of Quantities over-entered, and re-exported on Drawback to Foreign Parts.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantity shown in Column 1.	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
		Lb.	£.	*Lb.*	*s. d.*
Tea - - - -	1841	31,788,332	3,439,108	1·71	3 8½
	1851	47,375,781	5,181,651	2·27	4 11½
	1861	66,908,942	4,739,319	2·89	4 1
	1862	68,072,670	4,821,836	2·91	4 1½
	1863	73,785,942	4,031,416	3·12	3 5
		Cwt.			
Sugar, Unrefined and Refined (foreign) -	1841	3,718,106	4,686,241	22·45	5 -¾
	1851	6,103,924	3,719,241	32·75	3 6¾
	1861	8,974,267	5,954,536	43·36	5 1½
	1862	9,201,947	6,083,111	44·02	5 2½
	1863	9,289,839	6,131,498	44·	5 2¼
		Lb.			
Coffee - - -	1841	27,298,322	854,275	1·47	- 11
	1851	31,819,705	435,070	1·52	- 5
	1861	34,400,253	430,106	1·48	- 4½
	1862	33,693,170	421,730	1·44	- 4¼
	1863	32,076,974	401,096	1·36	- 4
		Gal.		*Gal.*	
Wine - - -	1841	5,582,384	1,561,136	0·30	1 8½
	1851	5,780,628	1,640,068	0·28	1 6¾
	1861	9,679,421	1,089,855	0·42	- 11¼
	1862	8,919,976	1,022,729	0·38	- 10½

IRELAND.

	Year.	1. Aggregate Consumption. Net Quantity charged with Duty in Ireland, after deduction of Quantities over-entered, and re-exported on Drawback to Foreign Parts.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantity shown in Column 1.	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
		Lb.	£.	*Lb.*	*s. d.*
Tea - - -	1841	4,887,335	534,560	0·60	1 3¾
	1851	6,573,278	718,974	1·01	2 2⅓
	1861	11,018,808	780,506	1·90	2 8¼
	1862	10,721,307	759,426	1·85	2 7⅓
	1863	11,397,338	620,079	1·97	2 1¾
		Cwt.			
Sugar, Unrefined and Refined (foreign) -	1841	339,794	428,149	4·64	1 -½
	1851	467,702	263,900	8·01	- 9¾
	1861	206,712	149,789	3·99	- 6¼
	1862	177,871	132,235	3·44	- 5½
	1863	162,954	118,317	3·16	- 5
		Lb.			
Coffee - - -	1841	1,072,535	33,472	0·13	- 1
	1851	684,840	9,600	0·10	- -⅜
	1861	801,787	10,028	0·14	- -⅜
	1862	758,596	9,498	0·13	- -⅜
	1863	686,121	8,583	0·12	- -⅜
		Gal.		*Gal.*	
Wine - - -	1841	602,576	159,343	0·07	- 4¾
	1851	499,131	136,180	0·08	- 5
	1861	1,013,650	114,841	0·17	- 4¾
	1862	844,180	99,195	0·15	- 4⅓

		Qr.		*Qr.*	
Malt, Foreign	1841	Prohibited.	—	—	—
	1851				
	1861	1	1	—	—
	1862	21	26	—	—
	1863	—	—	—	—
		Gal.		*Gal.*	
Spirits, Foreign and Colonial.	1841	3,437,627	2,396,970	0·19	2 7
	1851	4,581,964	2,471,092	0·22	2 4½
	1861	5,015,727	2,574,421	0·22	2 2¾
	1862	5,019,951	2,579,067	0·21	2 2½
	1863	5,390,571	2,770,515	0·23	2 4
		Lb.		*Lb.*	
Tobacco	1841	16,609,851	2,687,344	0·90	2 10¾
	1851	23,457,888	3,762,190	1·12	3 7¼
	1861	28,741,551	4,624,591	1·24	4 –
	1862	29,208,171	4,708,253	1·25	4 –¼
	1863	30,783,732	4,917,742	1·30	4 2
		Qr.		*Qr.*	
Corn and Grain	1841	2,812,999	479,441	0·15	– 6¼
	1851	5,541,982	279,685	0·27	– 8¼
	1861	11,282,993	574,114	0·49	– 6
	1862	13,243,653	662,272	0·57	– 6¾
	1863	10,872,127	545,329	0·46	– 5½
		Cwt.		*Cwt.*	
Meal and Flour	1841	1,210,140	46,301	0·07	– ⅝
	1851	4,918,712	93,674	0·24	– 1
	1861	5,762,308	113,494	0·25	– 1¼
	1862	6,965,877	130,765	0.30	– 1¼
	1863	4,969,740	92,947	0·21	– 1

		Qr.		*Qr.*	
Malt, Foreign	1841	Prohibited.	—	—	—
	1851				
	1861	Nil.	—	—	—
	1862	,,	—	—	—
	1863	,,	—	—	—
		Gal.		*Gal.*	
Spirits, Foreign and Colonial.	1841	30,515	26,627	0·004	– –¾
	1851	202,535	57,197	0·03	– 2
	1861	177,544	91,663	0·03	– 4
	1862	173,690	89,691	0·03	– 3¾
	1863	183,686	94,856	0·03	– 4
		Lb.		*Lb.*	
Tobacco	1841	5,475,293	863,481	0·67	2 1¼
	1851	4,457,137	704,257	0 68	2 1¾
	1861	6,086,890	961,030	1·05	3 3¼
	1862	6,217,639	981,912	1·07	3 4¾
	1863	6,547,201	1,032,425	1·13	3 7
		Qr.		*Qr.*	
Corn and Grain	1841	108,318	42,600	0·01	– 1¼
	1851	2,502,248	125,109	0·38	– 4½
	1861	2,748,273	137,392	0·47	– 5¾
	1862	3,110,744	155,464	0·54	– 6½
	1863	2,922,697	146,139	0·51	– 6
		Cwt.		*Cwt.*	
Meal and Flour	1841	2	1	—	—
	1851	341,680	6,404	0·05	– ¼
	1861	184,097	3,413	0·03	– –⅛
	1862	225,508	4,188	0·04	– –$\frac{3}{16}$
	1863	212,444	3,984	0·04	– –$\frac{3}{16}$

Note.—The foregoing Return shows the quantities of the several articles consumed in Great Britain and Ireland respectively, as indicated by the documents connected with the collection of the Customs Duties in British or in Irish Ports. But it is necessary to remark, that the trade between Great Britain and Ireland having for the last forty years been assimilated by law to a Coasting Traffic, the Custom House Registry takes no cognizance of goods removed from either country to the other after the duties to which they are equally subject on both sides of the Channel have already been levied. Hence it follows that the quantities exhibited in this Return, though in their combination they show the true aggregate consumption of the United Kingdom, do not accurately represent the domestic consumption of Great Britain or of Ireland separately. It may be stated, generally, that, in most cases, the consumption of Great Britain appears to be somewhat greater, and the consumption of Ireland somewhat less, than its real amount. In the case of sugar, particularly, it is known that a large and increasing proportion of the quantity consumed in Ireland has, of late years, been received, duty free, in the form of "Crushed Sugar," from the refineries on the Clyde.

Office of the Inspector General of Imports and Exports, Custom House, London; 15 July 1864.

John A. Messenger.

INLAND REVENUE.

RETURN showing the Quantities of MALT and BRITISH SPIRITS, taken for Consumption in *Great Britain* and *Ireland* respectively, in each of the Years 1841, 1851, 1861, 1862, and 1863: also, of the Quantity of each ARTICLE Consumed per Head of the POPULATION in each Country, the Amount of REVENUE derived in each Country from each Article in each Year, and the Amount of such REVENUE per Head in each Country: and, of the Population of each Country in each Year.

YEARS.	Quantities of Malt and British Spirits, taken for Consumption in Great Britain and Ireland.				
	MALT.*		BRITISH SPIRITS.		
	Great Britain.	Ireland.	Great Britain.	Ireland.	
	Bushels.	*Bushels.*	*Gallons.*	*Gallons.*	
1841 - - -	31,568,292	1,030,415	14,156,890	6,485,443	The quantities of British spirits entered as taken for consumption in Great Britain and Ireland, in 1841 and 1851, are those on which duty was paid in each country, no account being kept at those periods of the quantities consumed. The quantities in 1861, 1862, and 1863, are those actually consumed in each country.
1851 - - -	35,330,703	1,596,956	16,426,078	7,550,518	
1861 - - -	40,594,622	2,470,466	15,227,603	4,286,598	
1862 - - -	37,775,939	2,047,233	14,859,163	3,977,024	
1863 - - -	42,412,018	2,226,875	15,255,158	3,862,937	

Years.	Population.		Quantity consumed per Head of the Population.				Amount of Revenue derived from				Amount of Revenue per Head of the Population.			
			MALT.		SPIRITS.		MALT.		SPIRITS.		MALT.		SPIRITS.	
	Great Britain.	Ireland.	Great Britain.	Ireland.	Great Britain.	Ireland.	Great Britain.	Ireland.	Great Britain.	Ireland.	Great Britain.	Ireland.	Great Britain.	Ireland.
			Bushels.	*Bushels.*	*Gallons.*	*Gallons.*	£.	£.	£.	£.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
1841	18,551,424	8,199,504	1·701	·125	·763	·790	5,101,601	161,762	4,214,083	964,091	5 5½	– 4¾	4 6¾	2 4¼
1851	20,878,864	6,537,071	1·692	·244	·786	1·155	4,829,641	205,918	4,883,225	1,147,099	4 7¾	– 7½	4 8	3 6
1861	23,181,608	5,798,967	1·751	·426	·656	·739	5,023,669	313,273	7,207,712	2,497,061	4 4	1 1	6 2½	8 7¼
1862	23,416,117	5,795,614	1·613	·353	·634	·686	5,381, 237	310,143	7,066,836	2,323,243	4 7¼	1 –¾	6 –½	8 –¼
1863	23,651,143	5,770,363	1·793	·385*	·645	·669	5,402,823	264,047	7,246,532	2,311,800	4 6¾	– 10	6 1½	8 –¼

* Excluding the quantity used in the distillation of spirits.

Inland Revenue Office,
30 June 1864.

W. M. Moxon, Chief Accountant.

TEA, SUGAR, &c.

RETURNS showing the Quantities of TEA, SUGAR, COFFEE, WINE, MALT, SPIRITS, TOBACCO, and CORN, taken for Consumption in *Great Britain* and *Ireland* respectively, in each of the Years 1841, 1851, 1861, 1862, and 1863; showing also the Quantity of each ARTICLE Consumed per Head of the POPULATION in each Country, the Amount of REVENUE derived in each Country from each Article in each Year, and the Amount of such REVENUE per Head in each Country, &c.

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printed,*
19 *July* 1864.

Under 1 *oz.*

TOBACCO.

RETURN to an Order of the Honourable The House of Commons, dated 7 March 1864;—*for*,

A RETURN "of the several SEIZURES made, and of the PROSECUTIONS for BREACH of the LAWS relating to TOBACCO, between the 5th day of January 1862 and the 5th day of January 1864, distinguishing those in *Great Britain* from those in *Ireland;* specifying the Places where, and the Names of the Persons prosecuted, or from whom the Seizures were made; the Quantities and Kinds of Goods Seized; the Results of the Examination of the Goods, by Analysis or otherwise, when seized for Adulteration; whether any and what Judicial Proceedings were taken in each Case; Result of such Proceedings; and Amount of Fine paid or Imprisonment suffered (in continuation of Parliamentary Paper, No. 238, of Session 1862)."

(*Mr. Henry Gore Langton.*)

Ordered, by The House of Commons, *to be Printed,*
10 *May* 1864.

A RETURN of the several SEIZURES made, and of the PROSECUTIONS for BREACH of the LAWS relating in *Great Britain* from those in *Ireland*; specifying the Places where, and the Names of the Persons of the Examination of the Goods, by Analysis or otherwise, when Seized for Adulteration; whether any paid, or Imprisonment suffered (in continuation of Parliamentary Paper, No. 238, of Session 1862).

Excise Collections.	Names of Persons Prosecuted, or from whom the Seizures were made.	Places where Prosecuted or Seizures made.	Quantities and Kinds of Goods Seized.	Nature of the Offences Charged, or for which the Seizures were made.
GREAT BRITAIN, YEAR ending 5 January 1863:				
Chester -	James Ratchford -	Neston -	1 lb. of tobacco - - -	Hawking tobacco - - -
Manchester -	James Heywood -	Oldham - -	None - - - - -	- ditto - - - - -
	James M. Lawton	Manchester -	113 lbs. tobacco "smalls" -	Possessing and selling adulterated tobacco.
Oxford -	Edward Newman -	Bicester - -	¾ lb. of cigars - - -	Hawking cigars - - -
Reading -	Thomas Harris -	Abingdon Races	½ lb. cigars - - -	- ditto - - - - -
York - -	Thomas Lawrence	Doncaster Races	2 lbs. cigars - - -	- ditto - - - - -
London, East	James Forsdike -	71, Shoreditch -	32 lbs. manufactured and 72 lbs. of leaf tobacco.	Tobacco manufacturer, having adulterated tobacco on his premises.
Edinburgh -	Edward Burns -	Leith - -	2 lbs. tobacco - - -	Adulterated tobacco - - -
Haddington -	Charles Williamson, and William Boyd.	Kelso - -	None seized, but samples taken.	- ditto - - - - -
IRELAND, YEAR ending 5 January 1863:				
Bandon -	Silvester Cronin -	Glenbeigh -	None - - - - -	Hawking tobacco - - -
Belfast -	Charles O'Neill -	Belfast - -	2 lbs. roll tobacco - -	Having adulterated tobacco in his possession.
	Henry Murney, *alias* Mewroy.	- ditto - -	None seized; samples purchased.	Adulterated snuff - - -

to TOBACCO, between the 5th day of January 1862 and the 5th day of January 1864, distinguishing those prosecuted, or from whom the Seizures were made; the Quantities and Kinds of Goods Seized; the Results and what Judicial Proceedings were taken in each Case; Result of such Proceedings; and Amount of Fine

Results of the Examinations of the Goods, by Analysis or otherwise, when Seized for Adulteration.	Whether any and what Judicial Proceedings were taken in each Case.	Result of such Proceedings, whether Convicted or otherwise.	Amount of Fine Paid, or Imprisonment Suffered.	Whether the Goods Seized were Condemned or Restored.
- - - - - - - -	Arrested and taken before magistrates.	Convicted -	Imprisoned 4 days.	Condemned.
- - - - - - - -	- - ditto - - -	- ditto -	2 months.	
Sample No. 1, of tobacco "smalls," seized, contains from 8 to 10 per cent. of vegetable substance, not tobacco, and which is believed to be cabbage. Sample No. 2, seized, contains from 10 to 12 per cent. of vegetable substance, believed to be cabbage.	Prosecuted before magistrates	Dismissed -	- -	Condemned.
- - - - - - - -	Arrested and taken before magistrates.	Convicted -	Imprisoned 35 days.	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	9 days - -	- ditto.
- - - - - - - -	None - - - - -	None - -	- -	- ditto.
Sample of liquored leaf tobacco, in process of manufacture, seized, contains 19·3 per cent. of saccharine matter. Sample of uncut cavendish, seized, contains 8·2 per cent. of saccharine matter. Samples of cut cavendish, purchased, contains 17·3 per cent. of saccharine matter. Samples of negro-head, purchased, contains 8·5 per cent. saccharine matter. Original leaf, sample of Virginian strip, contains 1 per cent. of saccharine matter. Original leaf, samples of German, Kentucky, and Virginian leaf, has no saccharine matter. Samples in bottles, is chiefly saccharine matter, mixed with juices of tobacco.	Prosecuted before magistrates	Convicted -	Paid 75 *l.* -	- ditto.
Adulterated with burdock leaves, made up in the form of roll tobacco, and covered by a thin layer of tobacco leaves.	None - - - - -	None - -	- -	- ditto.
Adulterated with liquorice - -	Proceedings ordered, but stayed on paying a compromise fine.	Compromised	Paid 25 *l.*	
- - - - - -	Arrested and taken before magistrates.	Convicted -	Imprisoned 26 days.	
Adulterated with cabbage leaves -	Prosecuted before magistrates	- ditto -	5 *l.* 10 *s.* -	Condemned.
Adulterated with 40 per cent. of ash, of which 23·3 per cent. is carbonate of lime.	Proceedings ordered, but stayed on payment of compromise fine.	Compromised	20 *l.*	

Excise Collections.	Names of Persons Prosecuted, or from whom the Seizures were made.	Places where Prosecuted or Seizures made.	Quantities and Kinds of Goods Seized.	Nature of the Offences Charged, or for which the Seizures were made.
IRELAND, Year ending 5 January 1863—*cont^d.*				
Drogheda -	Samuel Clarke and Isaac Clarke.	Newton-Butler -	600 lbs. tobacco stalks -	Adulterated tobacco - -
Dublin -	John M'Kenna and James Gallagher.	Dublin - -	21 lbs. of leaves of various plants mixed with tobacco leaves and stalks; ½ lbs. of tobacco.	Found in an unentered tobacco manufactory.
	Michael M'Quillan	- ditto - -	135 lbs. tobacco leaf - -	Adulterated tobacco - -
Limerick -	John Hunt - -	Brunswick-street, Limerick.	No seizure made; samples purchased.	Having a preparation in his possession for colouring tobacco.
Newry -	William Brown -	Newry - -	56 lbs. leaf tobacco, unmanufactured; 794 lbs. tobacco stalks.	Removing into his entered premises from another manufacturer.
GREAT BRITAIN, YEAR ending 5 JANUARY 1864:				
Coventry -	George Barnacle -	Warwick - -	2 lbs. cavendish tobacco -	Duty not paid - - -
	James Parker -	- ditto - -	9 lbs. cavendish tobacco; ⅜ lb. cigars.	Having in his possession cavendish tobacco which was not entered or warehoused according to Act 26 Vict. c. 7, s. 9.
Hants - -	Henry Gray -	Aldershot -	14 lbs. cavendish tobacco -	Found on unentered premises
Lichfield -	T. M. Beck -	Walsall - -	21 lbs. of tobacco - -	Hawking tobacco - -
Liverpool -	Mary Letman and H. Shumacker.	Liverpool - -	6 lbs. of imitation tobacco; 9 lbs. ditto.	Being in possession of tobacco dealers.
	George Poulson -	- ditto - -	74 lbs. tobacco; 6 lbs. preparing for cavendish; 2 lbs. tobacco stalks, and one tobacco press.	Found on unentered premises
Newcastle -	Benjamin Barrow	Newcastle Races	One box of cigars - -	Hawking cigars - -
Salop - -	Isaac Harper -	Wellington (Salop).	- - None - -	Hawking tobacco - -
Sheffield -	Joseph Wild -	Sheffield - -	5½ lbs. tobacco - - -	Concealing tobacco whereon duty was not paid.
Stafford -	James M'Carthy -	Ingestre Park (Stafford).	- - - - -	Hawking cigars - -
	Charles Pyatt -	- ditto - -	1 oz. of cigars - - -	- ditto - - - -
	Lewis Hurd -	- ditto - -	½ lb. of cigars - - -	- ditto - - - -
	Joseph Gould -	- ditto - -	1½ lb. of cigars - - -	- ditto - - - -
	John Wood - -	- ditto - -	¾ lb. of cigars - - -	- ditto - - - -
	Joseph Mollinscroft	- ditto - -	¼ lb. of cigars - - -	- ditto - - - -
	Thomas Langshaw	- ditto - -	9 oz. of cigars - - -	- ditto - - - -
	Thomas Jones -	- ditto - -	5 oz. of cigars - - -	- ditto - - - -
	Thomas Phillips -	- ditto - -	¾ lb. of cigars - - -	- ditto - - - -
	George Platt -	- ditto - -	13 oz. of cigars - - -	- ditto - - - -

Results of the Examinations of the Goods, by Analysis or otherwise, when Seized for Adulteration.	Whether any and what Judicial Proceedings were taken in each Case.	Result of such Proceedings, whether Convicted or otherwise.	Amount of Fine Paid, or Imprisonment Suffered.	Whether the Goods Seized were Condemned or Restored.
			£. s. d.	
Adulterated with 21 per cent. of carbonate of lime.	Prosecuted before magistrates -	Dismissed -	- -	Restored.
Found to contain leaves of various plants, mixed with a few leaves of tobacco and stalks.	Arrested and taken before magistrates.	Convicted -	M'Kenna, imprisoned 41 days; Gallagher, 19 ditto.	Condemned.
Sample No. 1, covered with mixture of extract of logwood, gum, and small proportion of saccharine matter, with some carbonaceous matter, probably lampblack. Sample No. 2, same as above. Sample No. 3, roll tobacco, purchased, contains 2·29 per cent. of saccharine matter.	Prosecuted before magistrates -	- ditto -	50 - -	- ditto.
The sample is a dark-coloured semi-fluid substance, and is a mixture of tannic acid and sulphate of iron, and a large proportion of gum.	- - ditto - - -	- ditto -	20 - -	
- - - - - - - -	- - None - - -	- None -	- -	Restored, and trader cautioned.
Contains 5 per cent. of liquorice -	Prosecuted before magistrates -	Convicted -	Defendant absconded.	Condemned.
Cavendish tobacco contains 5 per cent. liquorice.	- - ditto - - -	Dismissed -	- -	- ditto.
- - - - - - - -	- - None - - -	- None -	- -	- ditto.
- - - - - - - -	Arrested and taken before magistrates.	Convicted -	3 - -	Restored.
Composed of cabbage leaves - -	- - None - - -	- None -	- -	Condemned.
- - - - - - - -	Prosecuted before magistrates -	Convicted -	5 - -	- ditto.
- - - - - - - -	Arrested and taken before magistrates.	Dismissed -	- -	- ditto.
- - - - - - - -	- - ditto - - -	Convicted -	Imprisoned 7 days.	
- - - - - - - -	- - None - - -	- None -	- -	Condemned.
- - - - - - - -	Arrested and taken before magistrates.	Convicted -	Imprisoned 2 days.	
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	Condemned.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.
- - - - - - - -	- - ditto - - -	- ditto -	- ditto -	- ditto.

Excise Collections.	Names of Persons Prosecuted, or from whom the Seizures were made.	Places where prosecuted or Seizures made.	Quantities and Kinds of Goods Seized.	Nature of the Offences Charged, or for which the Seizures were made.
GREAT BRITAIN, Year ending 5 January 1864—*continued.*				
Surrey -	Simon Levy -	Mayfield-place, Kensington.	5½ lbs. cake tobacco - -	Not enclosed in Customs wrapper
	Henry Haycock -	Chertsey - -	54½ lbs. tobacco, 9 lbs. cigars	Hawking tobacco and cigars -
York - -	Thomas Atkins -	Doncaster races	½ lb. cigars - - -	Hawking cigars - - -
	Edmund Milner -	- ditto - -	1¼ lb. cigars - - -	- ditto - - - -
	William Smith -	- ditto - -	2 lbs. cigars - - -	- ditto - - - -
London, East	James Simmons -	Bow-street Police Court.	- - - - - -	Manufacturing tobacco without licence.
London, North	R. C. Nisbet -	New-street, Covent Garden.	1¾ oz. sweetened cavendish tobacco, 5 oz. plain brown rappee snuff, 2¾ oz. scented brown rappee snuff, and 5 oz. plain black rappee snuff.	Not enclosed in Customs wrapper; having in his possession adulterated snuff.
Aberdeen -	Henry Gould and William Gould.	Aboyne - -	No seizure made, but 2 oz. of tobacco purchased.	Hawking tobacco - - -
Dumfries -	John Tinney -	Stoneykirk -	- - ditto - - -	- ditto - - - -
Edinburgh -	Thomas Falconer -	High-street, Edinburgh.	No seizure; samples taken -	Having adulterated tobacco in his tobacco manufactory.
IRELAND, Year ending 5 January 1864.				
Belfast -	William Henry Milligan.	Belfast - -	No seizure made; samples of snuff purchased.	Adulterated snuff - - -
	John P. Johnston	- ditto - -	No seizure made; samples of tobacco purchased.	Adulterated tobacco - - -
	Thomas Watt -	- ditto - -	No seizure made; samples of snuff purchased.	Adulterated snuff - - -
Dublin -	Messrs. Matthew and Francis O'Farrell.	Dublin - -	No seizure made; samples of tobacco purchased.	Adulterated tobacco - - -
	Bernard Creroy -	- ditto - -	13 oz. of roll tobacco - -	- ditto - - - -
Limerick -	James O'Connor -	Limerick - -	3½ lbs. of roll tobacco - -	- ditto - - - -
	John M'Namara -	- ditto - -	13 lbs. of roll tobacco - -	- ditto - - - -
Londonderry	William Dysart Porter.	Londonderry -	No seizure; samples of tobacco purchased.	- ditto - - - -
Waterford -	William Whitty -	Waterford -	No seizure; sample of 3 lbs. of cavendish tobacco purchased, and sample of dry leaf.	- ditto - - - -

Inland Revenue Office,
4 May 1864.

Results of the Examinations of the Goods, by Analysis or otherwise, when Seized for Adulteration.	Whether any and what Judicial Proceedings were taken in each Case.	Result of such Proceedings, whether Convicted or otherwise.	Amount of Fine Paid, or Imprisonment Suffered.	Whether the Goods Seized were Condemned or Restored.
			£. s. d.	
- - - - - - -	- - None - - -	- None -	- -	Condemned.
- - - - - - -	Arrested and taken before magistrates.	Convicted -	5 - -	Restored.
- - - - - - -	- - - None - - -	- None -	- -	Condemned.
- - - - - - -	- - None - - -	- None -	- -	- ditto.
- - - - - - -	- - None - - -	- None -	- -	- ditto.
- - - - - - -	Prosecuted before magistrates -	Convicted -	30 - -	—
lain brown rappee snuff and scented brown rappee snuff, adulterated with orris-root and starch. Plain black rappee snuff has large amount of sand and quartz.	- - None - - -	- None -	- -	Condemned.
- - - - - - -	Proceedings ordered, but stayed on payment of compromise fine.	Compromised	3 - -	—
- - - - - - -	- - ditto - - -	- ditto -	- 10 -	—
mple, No. 1, liquored leaf, contains 9·48 per cent. of fermentable saccharine matter. Sample, No. 2, original leaf, has no saccharine matter, and in other respects is genuine. Sample described as liquored leaf selected, contains 12·80 per cent. of fermentable saccharine matter.	- - ditto - - -	- ditto -	25 - -	—
ound to contain 17·6 per cent. of carbonate of lime, and chalk.	Prosecuted before magistrates	Dismissed.	—	—
ontains 15 per cent. carbonate of lime or chalk.	Proceedings ordered, but stayed on payment of a compromise fine.	Compromised	20 - -	—
mple, No. 1, genuine snuff. Sample, No. 2, contains not less than 5 per cent. of finely ground husks of rice.	- - ditto - - -	- ditto -	5 - -	—
dulterated with 5 per cent. of liquorice.	- - ditto - - -	- ditto -	300 - -	—
ppears to be made up of cabbage leaves and thin coating of tobacco.	- - None - - -	- None -	- -	Condemned.
bacco coated with mixture of carbonaceous matter, apparently lamp-black and oil.	Prosecuted before magistrates	Convicted -	25 - -	- ditto.
- - ditto - - - - -	Proceedings ordered, but stayed on payment of a compromise fine.	Comprised -	10 - -	- ditto.
dulterated with not less than 5 per cent. of a mixture, consisting of extract of logwood, liquorice, and fermentable sugar. Sample collected from substance oozing from roll in press contains logwood extract, liquorice, and fermentable sugar, 8·8 per cent. Original leat, has none of the above-named ingredients, and is in other respects genuine.	- - ditto - - -	- ditto -	20 - -	—
mple of cavendish contains 5 per cent. of liquorice. Sample of original leaf contains no liquorice, and in other respects genuine.	Prosecuted before magistrates -	Convicted -	25 - -	—

W. M. Moxon,
Chief Accountant for Excise.

TOBACCO.

RETURN of the several SEIZURES made, and of the PROSECUTIONS for BREACH of the LAWS relating to TOBACCO, between 5 January 1862 and 5 January 1864, distinguishing those in *Great Britain* from those in *Ireland*; &c. (in continuation of Parliamentary Paper, No. 238, of Session 1862).

(*Mr. Henry Gore Langton.*)

Ordered, by The House of Commons, *to be Printed*,
10 *May* 1864.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 11 February 1864;—*for*,

RETURNS "of the Number and Value of WATCH CASES (Gold and Silver) Assayed and Marked at each of the different ASSAY OFFICES of the UNITED KINGDOM in each of the last Fourteen Years, from 1850 to 1863, inclusive:—

	Gold.		Silver.		Total.		GRAND TOTAL.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
1850.		£.		£.		£.		£.
London - - -								
Birmingham - -								
Sheffield - - -								
&c.								
1851.								
&c.								

"And, of the Number and Computed Real Value of WATCHES Imported from all Parts during the same Time:—

	Gold.		Silver and other Metals except Gold.		TOTAL.	
	Number.	Value.	Number.	Value.	Number.	Value.
		£.		£.		£.
1850 - - -						
1851 - - -						
1852 - - -						
1853 - - -						
&c. - - - -						

(*Sir Joseph Paxton.*)

Ordered, by The House of Commons, *to be Printed*, 5 *April* 1864.

GOLDSMITHS' HALL, LONDON.

RETURN of the Number and Weight of GOLD WATCH CASES Assayed and Marked at the Assay Office, GOLDSMITHS' HALL, LONDON, in each of the last Fourteen Years, from 1850 to 1863.

GOLD.

For the Year ending 30 April	22 Carat.		18 Carat.		15 Carat.		12 Carat.		9 Carat.		TOTAL.		Value.
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.	
		Ozs. dwts. grs.		*Ozs. dwts. grs.*		*Ozs. dwts. grs.*		*Ozs. dwts. grs.*		*Ozs. dwts. grs.*		*Ozs. dwts. grs.*	
1850 - - -	1	4 5 5	16,877	22,187 13 21	–	- - -	–	- - -	–	- - -	16,878	22,191 19 2	The Goldsmiths' Company have no knowledge of the value, except that of the intrinsic value, as indicated by the weight and quality of the gold given in this Return.
1851 - - -	4	12 4 7	18,629	25,424 10 16	–	- - -	–	- - -	–	- - -	18,633	25,436 14 23	
1852 - - -	5	16 11 6	20,101	28,554 3 4	–	- - -	–	- - -	–	- - -	20,106	28,570 14 10	
1853 - -	15	33 4 16	21,533	31,566 14 18	–	- - -	–	- - -	–	- - -	21,548	31,599 19 10	
1854 - - -	13	33 13 11	23,561	34,867 16 12	–	- - -	–	- - -	–	- - -	23,574	34,901 9 23	
1855 - - -	9	20 13 8	20,414	29,302 11 16	34	28 8 3	223	409 8 12	144	247 14 18	20,824	30,008 16 9	
1856 - - -	6	15 5 17	21,949	31,797 3 18	116	108 18 22	674	858 10 11	186	212 16 18	22,931	32,992 15 14	
1857 - - -	4	8 4 23	26,289	39,721 18 3	123	205 8 21	300	338 9 23	80	112 14 0	26,796	40,386 15 22	
1858 - - -	4	12 4 8	24,654	37,476 12 19	64	68 18 6	143	164 18 12	5	7 3 0	24,870	37,729 16 21	
1859 - - -	3	8 18 7	24,333	35,714 19 0	68	75 19 4	138	157 11 9	14	39 3 4	24,556	35,996 11 0	
1860 - - -	10	34 17 14	26,837	39,492 6 8	67	91 17 7	40	45 9 3	12	93 5 15	26,966	39,757 15 23	
1861 - - -	2	6 4 2	25,561	38,182 18 11	2	5 14 6	24	27 7 17	2	5 18 15	25,591	38,228 3 3	
1862 - - -	3	10 7 10	22,068	33,267 16 8	18	37 1 12	4	17 16 18	4	8 17 13	22,097	33,341 19 13	
1863 - - -	6	19 17 6	23,541	36,058 17 3	1	11 10 16	4	15 1 0	1	1 8 12	23,553	36,106 14 13	
TOTAL - -	85	236 11 20	316,347	463,616 2 13	493	633 17 1	1,550	2,034 13 9	448	729 1 23	318,923	467,250 6 18	

Goldsmiths' Hall, London,
March 1864.

Josiah Sharp,
Deputy Warden.

GOLDSMITHS' HALL, LONDON—*continued.*

RETURN of the Number and Weight of SILVER WATCH CASES Assayed and Marked at the Assay Office, GOLDSMITHS' HALL, LONDON, in each of the last Fourteen Years, from 1850 to 1863.

SILVER.

For the Year ending 30 April	Number.	Weight.		Value.
		ozs.	*dwts.*	
1850	62,076	114,053	10	The Goldsmiths' Company have no knowledge of the value, except that of the intrinsic value, as indicated by the weight of the silver given in this Return.
1851	64,709	119,066	0	
1852	66,561	122,018	1	
1853	78,139	148,886	6	
1854	83,466	164,959	3	
1855	90,062	180,160	3	
1856	96,261	198,064	17	
1857	106,860	240,129	1	
1858	83,614	175,589	1	
1859	78,416	159,176	10	
1860	90,320	186,015	19	
1861	87,285	192,044	4	
1862	74,327	154,199	11	
1863	77,608	147,830	13	
TOTAL	1,139,704	2,302,192	19	

Goldsmiths' Hall, London,
March 1864.

Josiah Sharp,
Deputy Warden.

BIRMINGHAM.

RETURN of GOLD and SILVER WATCH CASES Assayed and Marked at the BIRMINGHAM ASSAY OFFICE in each of the last Fourteen Years, from 1850 to 1863 inclusive.

Year ending 30 June	Number of Gold Watch Cases.	Weight of Silver Watch Cases.	Year ending 30 June	Number of Gold Watch Cases.	Weight of Silver Watch Cases.
	No.	*ozs.*		*No.*	*ozs.*
1850	736	40,377	1857	249	33,408
1851	758	38,286	1858	52	23,926
1852	744	34,858	1859	68	24,236
1853	352	35,196	1860	52	24,103
1854	482	34,497	1861	36	17,376
1855	351	29,029	1862	-	16,040
1856	263	33,865	1863	36	13,913

REMARKS.—The fees upon silver watch cases are taken by weight, and no further record is kept. When watch-cases are sent to be assayed and marked, the owner does not declare the value.

Birmingham, 18 March 1864.

W. Westwood,
Assay Master.

SHEFFIELD.

Assay Office, Sheffield,
5 March 1864.

My Lords,

AGREEABLY with your letter of the 18th ultimo, I beg to inform you that I have searched the books of this office from 1850 to the present time, and do not find that any watch cases, either gold or silver, have been assayed and marked here during that time. I am not aware that there are any makers of them in Sheffield.

I have, &c.
(signed) *John Watson,*
Assay Master.

The Lords Commissioners of
Her Majesty's Treasury.

GOLDSMITHS' HALL, CHESTER.

ACCOUNT of GOLD and SILVER WATCH CASES Assayed at this Hall, with the Number, Weight, and Value, from 1 January 1850 to 31 December 1863.

GOLD.

Year.	18 CARAT.			15 CARAT.			12 CARAT.			9 CARAT.		
	Number.	Weight.	Value.	Number.	Weight.	Value.	Number.	Weight.	Value.	Number.	Weight.	Value.
		oz.	£. s. d.		*oz.*	£. s. d.		*oz.*	£. s. d.		*oz.*	£. s.
1850	4,658	6,230	22,255 12 8	—	—	—	—	—	—	—	—	—
1851	6,118	8,093	32,505 7 6½	—	—	—	—	—	—	—	—	—
1852	7,021	9,911	39,653 17 9½	—	—	—	—	—	—	—	—	—
1853	9,407	12,777	51,047 15 4½	—	—	—	—	—	—	—	—	—
1854	7,193	9,772	39,031 17 2	—	—	—	—	—	—	—	—	—
1855	6,997	9,741	38,703 12 8½	166	156	596 13 –	1,132	1,300	4,004 19 10	151	185	460 11
1856	10,428	15,127	59,656 11 11½	208	383	1,240 6 11	263	430	1,202 3 1	360	594	1,336 5
1857	12,321	17,003	67,713 15 7½	147	257	833 16 7	197	363	987 6 4½	832	1,634	3,515 9
1858	9,170	11,591	47,009 3 3½	24	32	111 4 –	105	150	433 8 9	42	49	124 3
1859	15,189	16,382	68,901 16 3	2	5	15 9 5	74	94	280 19 1	449	527	1,334 11
1860	10,493	15,877	62,116 14 10½	17	27	90 7 3	38	61	171 3 5½	22	33	76 14
1861	9,552	10,686	44,546 4 7	–	–	- -	60	61	193 7 5½	151	165	277 14
1862	12,334	13,485	56,552 14 10½	25	23	88 10 11	42	43	137 6 8½	9	9	24 4
1863	13,233	15,793	65,427 19 2½	18	19	61 4 5	48	60	180 3 11	18	23	56 –
	134,114	172,468	695,123 3 11	607	902	3,037 12 6	1,959	2,562	7,590 18 8	2,034	3,219	7,205 15

GRAND TOTAL				£. s. d.
	Number of 18 carat gold -	134,114	Value 18 carat -	695,123 3 11
	„ 15 carat gold -	607	„ 15 carat -	3,037 12 6
	„ 12 carat gold -	1,959	„ 12 carat -	7,590 18 8
	„ 9 carat gold -	3,219	„ 9 carat -	7,205 15 8
		139,899	£.	712,957 10 9

SILVER.

Year.	Number.	Weight.	Value.	Year.	Number.	Weight.	Value.
		oz.	£. s. d.			*oz.*	£. s. d.
1850 - - -	11,264	19,555	6,996 15 4	1858 - - -	17,596	27,351	11,765 12 3
1851 - - -	12,837	22,813	9,328 9 7	1859 - - -	24,745	45,206	17,794 14 8
1852 - - -	13,485	21,082	9,041 14 4	1860 - - -	26,630	48,065	18,439 15 5
1853 - - -	13,765	26,215	10,443 7 1	1861 - - -	21,192	40,360	16,085 9 4
1854 - - -	15,682	30,791	12,133 11 11	1862 - - -	19,899	30,031	15,366 12 1
1855 - - -	13,916	25,910	10,408 3 10	1863 - - -	21,150	35,488	14,863 2 4
1856 - - -	15,030	30,344	11,845 13 8		241,632	436,062	175,295 15 8
1857 - - -	14,441	26,851	10,782 18 10				

GRAND TOTAL - - - Number of Silver Cases, 241,632 - - - Value, £. 175,295. 15. 8.

22 March 1864.

John Lowe, Prime Wa den.
Thomas Woolley, War en.

WATCHES IMPORTED.

ACCOUNT of the Number and Computed Real Value of WATCHES IMPORTED from all Parts during each of the last Fourteen Years, from 1850 to 1863.

	Watches imported into the United Kingdom.					
	Total Value.					
	£.					
1850	(*See* Note)	97,014				
1851		104,286				
1852		146,970				
1853 to 11 June		63,128				
	Watches of Gold, and Watches of any other metal, exceeding the Value of 10*l.* each.		Watches of Silver, or of any other metal, except Gold, not exceeding the Value of 10*l.* each.		TOTAL.	
1853	Number.	Value.	Number.	Value.	Number.	Value.
		£.		£.		£.
from 11 June	21,355	90,508	32,344	46,262	53,699	136,770
1854	43,828	185,554	66,578	89,397	110,406	274,951
1855	32,706	136,836	61,922	81,574	94,628	218,410
1856	34,691	145,583	55,309	72,883	90,000	218,466
1857	32,280	134,405	56,334	74,975	88,614	209,380
1858	27,302	113,749	72,033	97,692	99,335	211,441
1859	27,574	115,153	73,401	98,408	100,975	213,561
1860 to 3 March	4,270	18,075	13,645	18,658	17,915	36,733
1860	Of Gold.		Of Silver, or of any other metal except Gold.			
		£.		£.		
from 3 March	36,785	154,759	99,300	155,306	136,085	310,065
1861	42,907	155,723	127,744	175,842	170,651	331,565
1862	30,126	104,498	131,402	159,269	161,528	263,767
1863	35,486	115,462	125,162	140,901	160,648	256,363

Note.—Previously to 11 June 1853, neither the number nor the description of Watches imported into the United Kingdom, but their value alone, on which the Duty was chargeable at a uniform rate, was required to be stated in the Entries at the Custom House.

From 11 June 1853 to 3 March 1860, Watches were entered by number as appertaining into some particular class among those which were then recognised in the application of the duties. In the division of the classes the distinction between Gold and other metals was established only to the extent which is indicated in this Return.

Since 3 March 1860, the date at which the duties were repealed, a precise observance of that distinction has been required in the Entries, and the official record of the importations has been shaped accordingly.

Office of the Inspector General of Imports and Exports, Custom House, London, 2 March 1864.

John A. Messenger.

WATCH CASES AND WATCHES.

RETURNS of the Number and Value of Watch Cases (Gold and Silver) Assayed and Marked at each of the different Assay Offices of the United Kingdom in the last 14 Years, from 1850 to 1863 inclusive; and, of the Number and Computed Real Value of Watches Imported from all Parts during the same Time.

(*Sir Joseph Paxton.*)

Ordered, by The House of Commons, *to be Printed,*
5 *April* 1864.

Under 1 *oz.*

WEIGHTS, MEASURES, AND COINS.

RETURN to an Address of the Honourable The House of Commons, dated 26 April 1864;—*for*,

"COPY of the REPORT of the PROCEEDINGS of the INTERNATIONAL STATISTICAL CONGRESS held in *Berlin* in September 1863, on the Subject of INTERNATIONAL WEIGHTS, MEASURES, and COINS."

INTERNATIONAL STATISTICAL CONGRESS.

Fifth Session, held at Berlin, September 1863.

THE following Resolutions on the subject of International Weights, Measures, and Coins, were unanimously adopted by the Congress:—

A. *Weights and Measures.*

1. The adoption of the same measures in international commerce is of the highest importance. The Metric System appears to the Congress to be the most convenient of all that could be recommended for international measures.

2. The arrangements and rules to be followed in the construction of the standards and in the introduction of this system should be confided to an International Commission, which should also be charged with the duty of ascertaining the means of correcting the slight defects in the original standards.

3. It is desirable that the introduction of the Metric System into any country which accepts it, should be made compulsory in the shortest practicable period.

4. Each Government should institute a Department of Weights and Measures, to superintend the introduction of the Metric System, and to carry out its details, or should devolve the duty on some one of the existing departments.

5. In all cases where the Government of a country consents to the introduction of the Metric System of Weights and Measures as a permissive arrangement, the system should be introduced into the business of custom-houses, and the inspectors of schools should be requested to encourage the study of that system in schools subject to their inspection.

B. *Coins.*

1. The Congress recommends that the existing units of money be reduced to a small number; that each unit should be, as far as possible, decimally subdivided; that the coins in use should all be expressed in weights of the Metric System, and that they should all be of the same degree of fineness, namely, nine-tenths fine and one-tenth alloy.

2. The different Governments are invited to send to a special Congress delegates authorised to consider and report what should be the relative weight, in

grams of the gold and silver coins, and to arrange the details by which the monetary systems of different countries may be fixed according to the terms of the preceding propositions.

3. It being of the greatest importance that the different Governments should appoint the proposed Commission as soon as possible, this Congress will make a special communication of the above resolutions to the different Governments.

International Statistical Congress, Berlin 1863.

Report of the Proceedings of the Congress on the subject of International Weights, Measures, and Coins.

The sixth section of the Congress was dedicated to this subject, and to it there were referred the two following documents, viz. :—

1st. The programme drawn up by the Preparatory Royal Commission.

2d. The Report of the International Commission appointed by the International Statistical Congress held in London in 1860, to inquire into the Systems of Weights, Measures, and Coins in use in different countries, and to suggest the best means of overcoming the obstacles that may exist in any country to the establishment of the Metric System of Weights and Measures, and to the adoption of a decimal system of money and accounts, and, as far as possible, a common degree of fineness in gold and silver coins.

Officers and Members of the Sixth Section.

President.—Herr Jordan, Councillor of the Embassy.

Vice-Presidents.

Dr. Farr, F.R.S., London.
Dr. Leone Levi, F.S.A., F.S.S., London.
Marquis d'Avila, Lisbon.

Altgelt, Privy Councillor.
Abegg, Assessor of Commerce, Breslau.
Dr. Berg, Stockholm.
Dr. Bergius, Breslau.
Brix, Privy Councillor.
Samuel Brown, Esq., F.S.S., London.
Marquis d'Avila, Lisbon.
Brennecke, School of Arts and Science, Posen.
Dielitz, General Secretary.
Dr. Dippe, Councillor, Schwerin.
Dr. Von Bojanowski.
Professor Dr. Dove.
Delbruck, Director.
His Excellency Von der Heydt, Minister of State.
Dr. Farr, F.R.S, London.
Foerster, Royal Assessor.
Dr. Fahraeus, Stockholm.
Dr. Heiberg, Christiania.
Dr. Hardeck, Carlsruhe.
Von Hertefeld, Transylvania.
Dielitz, General Secretary.
Dr. Hirsch, Neuenburg.
Hermann, Councillor of State, Munich.
Handelhardt, Master of the Mint.
Dr. Kierulf, Statistical Bureau, Christiania.
Jüngbluth, Royal Referee, Juliers.
Grund, Privy Councillor.
Dr. Kupffer, State Councillor, St. Petersburg.
Jordan, Councillor.
Hälle, Privy Councillor.
Lüttig, Optician.
Lasius, Oldenburg.
Dr. Leone Levi, F.S.A., F.S.S., London.
Professor Dr. Karsten.
Dr. Matthias de Carvalho, Lisbon.
Dr. Livinstein.
Dr. Michaelis, Berlin.
Von Hirschfeld, Royal Assessor.
Paschen, Privy Councillor, Schwerin.
Von Pommer Esche, Assessor.
Quetelet, Brussels.
Repsold, Hamburg.
Scabell, Director of Fire Insurance.
Count Ripalda, Madrid.
Dr. Schwabe, Statistical Bureau, Berlin.
Schlickeisen, Privy Councillor.
Schimmelpfennig.
M. Visschers, Brussels.
Wernicke, Goerlitz.
Wenninger, Pesth.
Wiebe, Privy Councillor.
Dr. Wild, Munich.

Secretaries.

Dr. Von Bojanowski, Royal Assessor.
Dr. Schwabe, for the German language.
Dr. Hirsch, for the French language.
Samuel Brown, Esq., F.S.S., for the English language.

(Translation.)

PROGRAMME for the Sixth Section.

Unity of Money, Weights and Measures, most important auxiliaries for Comparative Statistics.

MORE than once has the International Statistical Congress affirmed the necessity of establishing a common system of weights and measures for all countries; and, in order to obtain this object, has recommended the general adoption of the metric system. The advantages of this system have been explained in so clear and learned a manner by so many parties, and, amongst others, in the favourable report of the Federal Commission of the 30th April 1861, that nothing remains to be added in favour of it. It seems rather desirable, as we come nearer the time for the general introduction of the system, to examine its inconveniences. In doing so, our object is not to increase the difficulties which stand in the way of its practical adoption, but to point out such defects as there are, in order that they may be avoided, and to mention in what respect the defects are compensated by the advantages connected with the system. The reproach usually opposed to the metric system, is the difficulty of passing from the ancient system to the new. These difficulties seem to some persons so great that they would prefer seeing introduced some other measure which should stand between the old and the new, and which, whilst bearing a relation in its length and division to the measures in force, could, at the same time, be easily comparable with the metric system; but these persons are apt to forget that the inconvenience produced by such a change would be very great; that the little advantage in the trouble between introducing the metric system and a transition measure is as nothing in comparison with the inconvenience which is certain to ensue in all the affairs of society in consequence of the change itself. Besides, the choice of such an intermediate measure could never become general; on the contrary, it would only stimulate the desire to arrive at uniformity, and so necessitate a second change. The defects which we are about to review do not relate to the difficulties resulting from the introduction of the metric system, but from the system itself.

1. When the metric system was introduced in France, the decimal division was established universally, extending even to the circle. The quadrant of the circle was divided into 100 degrees, the degree into 100 minutes, &c. Hence it is that they took the 10,000,000th part of the terrestrial meridian for the unit of length; because, on this assumption, the degree of the meridian was equivalent to 100,000 metres, or 100 kilometres, and the minute of the circle was equivalent to 1,000 metres. But it is well known that the decimal division of the circle has not been realised, and thus the simple relation which was attempted to be established between the minute of the circle and the metre has been abandoned. According to the present division of the circle the minute of the arc is the 5,400th part of the quadrant, and is equal to $\frac{10,000,000}{5400}$ metres, or $\frac{100}{54}$ kilometres $= 1851\ \frac{23}{27}$ metres.

This complicated relation between the unit of length and the arc of the circle is very inconvenient in geodesic measures, and above all in navigation. To avoid it we must either abandon the present division of the circle by three, which seems impracticable, or modify the length of the metre, which would be equally difficult. It is precisely this advantage that was sought to be attained by the metric system in taking the unit at the 10,000,000th part of the terrestrial meridian, viz., to obtain a simple relation between the measure of length and the length of the arc of the circle that is now wanting. We might obtain it by shortening the metre in the proportion of 54 : 50. In this case the actual minute of the circle would contain two kilometres. But this is not likely to be done; and it is even doubtful whether it should be recommended, because whilst there is but little chance that the decimal division of the circle will ever be successfully carried out, this is not possible, and in this case the actual length of the metre will be preferable to its diminution to $\frac{50}{54}$. Besides, the length of the terrestrial meridian is not so easy to be ascertained to authorise the expectation that by a new measurement we should obtain another result. Thus it is that whatever unit we adopt, it will never be precisely equal to the assumed part of the circumference of the earth; and it will never be possible to establish a simple relation between the measure of length and the arc of the circle. But this relation does not exist by approximation except in very few countries. In England, the maritime mile is, it is true, the $\frac{1}{60}$ of the degree, and therefore equal to the minute of the circle, but the itinerary miles are 69·12 to a degree; the Prussian mile is 14·78 of a degree of the equator, and the miles of the other countries have no similar relation with the arc of the circle. We must be content, therefore, with a metric mile, which has no simple relation to the degree, though we cannot deny that it would have been better to have arrived at another solution.

2. The metre has been legally fixed by the *toise*, which was established in 1735, and brought into use by Condamine and Bouguer when they made their measurements in South America, under the name of the *Toise of Peru*. A copy of this toise, made under the direction of M. M. Arago and Zartmann at Paris, is at the Observatory in Koningsberg, where Bessel made use of it first for the measurement of the pendulum, and afterwards to fix the Prussian measure of length.

According to the law published in France, the metre should be equal to 443·296 lines of this toise in iron, at the temperature of 16° 25 centigrade. The standard metre

is of platinum and forms the unit of measure at the temperature of 0° (*see* "Base Métrique," III., 642). This regulation cannot be considered practical, especially when we reflect that platinum is a metal which has not always the same composition, and that consequently bars of this metal will not always offer the same co-efficients of extension. On the other hand, this metal is much to be recommended in consequence of its chemical invariability; but as it is not very hard, it is not fit for a standard measure, except where the length of the measure is marked on the bar by degrees, not, however, if this length must be measured by ends, against which levers are to be applied. Nevertheless, this last method has been applied by Bessel, and stated to be excellent. Hence it is that it seems to us doubtful whether it be expedient, should we establish the metric system, to make the standard measure in platinum, and whether it would not be better instead, taking the temperature at 0°, to choose a temperature at which the comparison of bars of different materials may take place, without the necessity of modifying the standard temperature. The commission of weights and measures, which was appointed to establish the basis of the metric system, has considered it practicable to adopt a temperature which forms a medium between those to which the standard measures are ordinarily exposed. In the report of this Commission addressed to the National Institute of Science and Arts of the 29 prairial (year VII.) there is the following passage ("Base Métrique," III., 643):—"But since no metal preserves constantly the same length, and different metals suffer changes by the changes of temperature, it would be better to make these reductions at the 10th or 15th degree of the centigrade thermometer, because then a change of 10 degrees in the temperature producing either cold a little above freezing, or a considerable degree of heat, would not make metres of different metals differ between themselves more than $\frac{3}{100}$ of a millimetre, if they are one of iron, and the other of platinum; and $\frac{6}{100}$ of a millimetre, if they are of brass and iron.

3. Together with the practical application of the decimal division in the metric system, it has been represented as a great advantage belonging to this system above all others, that there is a simple relation between the measures of length, capacity, and weight. Thus the cube, each side of which is a decimetre, which consequently contains 1,000 cube centimetres, and which is called LITRE, forms the unit for all the cubic measures or measures of capacity; and the weight of distilled water which fills this cube at the temperature of the highest density of water, that is to say at 4° centigrade, forms the unit of weight, viz., the kilogram. As the metre is fixed at 0°, and consequently one of the sides of the cube must be determined by the same temperature, it is necessary here to resolve the strange problem of giving to the contents a higher temperature than to the sides of the vessel. It is scarcely necessary to recall the fact, that the weight of the kilogram was fixed by determining the weight of a fixed volume of distilled water at whatever temperature it might be, and that the weight of a cubic decimetre was calculated in this manner, after having made the necessary correction for the temperature.

But we may ask with surprise, why the Commission of Weights and Measures, which was composed of the most eminent chemists and mathematicians of the time, adopted different temperatures for the two units, and thus changed the simple relation which existed between the measure of length and that of weight, to a relation excessively complicated. What seems to me to have been the cause of this singular provision, is the novelty of the fact, that water attains its greatest density at a temperature higher than 0°. In the above-mentioned report, addressed to the National Institute, the choice of the temperature of the highest density of water as a standard temperature for weight, is stated as follows:—"Citizen Lefèvre Gineau has made on this subject (that is on the density of water at different temperatures) experiments which will be published in detail. They are infinitely precious for our object, because they prove that Nature presents to us a state of water not only constant but even unique, that at which it has a maximum of density, when it follows that this unique state must alone be the proper measure for all others which are variable." It is difficult to understand now, how they could come to such a conclusion. But evidently no account can be taken of it in introducing the metric system.

But the fact that in France the two different temperatures legally exist, is no reason why we should preserve them and legalise them anew. It will be better to avoid this inconsistency; and we can do so by taking as a basis one and the same temperature for measures as well as weight. If, for example, we should choose the temperature of 0°, and base on this several kilograms, there would doubtless be greater differences among themselves than there would be by taking the standard temperature at 4°. Hence, it would only be necessary to make a declaration to that effect, which would have no influence on the weights and measures used in commerce, but which would cause it to be taken into consideration in scientific observations, for which it is always necessary to be correct.

It is even possible that the French Government might join in such a declaration, so as to avoid any inconsistencies in the metric system, otherwise so consistent, and lead to an entire uniformity with the States which are ready to adopt the French system. To sum up these inconveniences, if we avoid the last of which we have just spoken, by the adoption of the same temperature for weights and for measures, there would remain only the want of a simple relation between the measures of length and the arc of the circle, an inconvenience impossible to be removed; but this inconvenience is not sufficiently important to be weighed against the general introduction of a system, the advantages of which are everywhere admitted, and which has been recommended both by the German Federal Commission, and by the International Statistical Congress, as especially adapted to become the general system of weights and measures.

This

This section proposes the following resolutions:—

1. The adoption of the same measure in international commerce is of the highest importance. The metric system appears to the section to be the most convenient that could be recommended for international measures.

2. The arrangements and rules to be followed in the construction of the standard, and in the introduction of this system, should be confided to an International Commission, which should also be charged with the duty of ascertaining the means of correcting slight scientific defects in the standards.

These resolutions were decided upon by the unanimous votes of the members present, except that of M. Le Conseiller Hagen, who wished to state the reasons of a separate vote in report.

(Reporter) *Prof. Dr. Magnus.*

REPORT of the INTERNATIONAL COMMISSION of the STATISTICAL CONGRESS on WEIGHTS, MEASURES, and COINS.

THE lofty object contemplated by the illustrious promoters of the International Statistical Congress, of harmonising the statistics of all countries, for the purpose of comparing their social and economical progress, could with difficulty be attained, so long as the weights, measures, and coins used in the preparation of such statistics differed in each country. And, although it is no more within the scope of statistical science to consider the instruments by which the facts are recorded, than it would be in its province to promote a universal language for the description of such facts, such is the amount of mechanical labour, the great liability to error, and the want of perspicuity created by the great variety of such instruments used in different countries, that, at its very first meeting at Brussels, a remedy was suggested by passing a resolution recommending—"That in the statistical tables prepared in the countries where the Metric System does not exist, a column should be added indicating the metric reduction of the weights and measures used." The second meeting of the Congress, held at Paris in 1855, held simultaneously with the great universal Exhibition, appreciated even more fully the wisdom of the resolution passed at the Congress of Brussels. Paris, at all times the heart and centre of all European countries, was then the place where the industries of the world were being exhibited. The juries engaged in comparing the industrial progress of nations experienced the same difficulties, from the difference of weights, measures, and coins used by the exhibitors in their description of articles, as the statists were meeting in the comparison of the statistics of different countries. Influenced, therefore, by its own experience, and by that of the practical and scientific men then assembled in Paris from all parts of the world, the Congress passed another resolution to the effect that, "considering how much the adoption by all nations of some uniform system of weights, measures, and money would facilitate the comparative study of the statistics of different countries, the Congress deem it highly desirable that such a uniform system should be put in force." At the Vienna Congress, M. Visschers proposed that, side by side with the local measures, each State should give the relation in metric weights, measures, and coins. And, on its meeting in London, the subject had become ripe for a fuller and more general discussion. By that time, too, an important International Association had been organised, for obtaining a uniform decimal system of measures, weights, and coins. That association, which was instituted in Paris in 1855, under the presidency of the Baron James de Rothschild, laboured much and successfully in promoting the object by establishing branches in all countries, by disseminating information on the subject, and by instituting the most searching inquiries on all the systems in use in different countries. Animated by the representations of this association, the Commissioners created by Her Majesty's Government included this subject under the Sixth Section of the Congress, and desired Mr. Samuel Brown, one of your Honorary Secretaries and Member of the Council of that Association, to prepare a programme for the consideration of the Congress. That programme dwelt on the advantages of the decimal and metric system, showed its superior merits, as compared with the unsatisfactory state of weights and measures in Great Britain and other countries, and ended with four distinct recommendations, viz.:—1st. The reduction of the statistical tables published for international purposes into the terms of the Metric System; 2d. The adoption of that system by the countries which had not yet done so; 3d. A general inquiry into the existing moneys, weights, and measures, whether local or customary; and 4th. The preparation of a report for next Congress on the actual system in use, and on the best means of overcoming the obstacles that may exist in any country to the establishment of the Metric System.

On the meeting of the Congress, the question was opened in the section by the reading of the programme, under the presidency of Mr. James Heywood, F.R.S., after which an animated discussion took place, in which Sir John Bowring, late Her Majesty's Superintendent of Trade at Hong Kong; M. Visschers, of Brussels; Sir Charles Pasley; Professor Ackersdyck, of La Hague; Mr. James Yates, F.R.S.; Lord Monteagle; Mr. Brown, the writer of the programme; Mr. J. B. Smith, M.P., and others, took part. The first day was devoted to the weights and measures, upon which little or no difference of opinion existed, and the second was devoted to the coinage, some of the members advocating an

international coinage, other members a national one. After much deliberation some unanimous resolutions were arrived at, and these formed the subject of a report to the Congress, in English and in French, by Mr. Corr V. Der Maeren, of Brussels, the substance of which is as follows:—

As regards Weights and Measures—

"1. That it be recommended that, in countries not using the Metrical System, the column containing the reduction of all weights, measures, and values to the terms of the Metrical System, according to the resolution of the first International Statistical Congress, be added to the statistical tables which it shall be decided to publish as international tables.

"2. That the Government delegates from all countries in which the Metrical System is not in use should be requested to urge upon their respective Governments the great advantages attending the adoption of the Metrical System in weights and measures, and that all changes hereafter made should have in view the bringing of this system into general use.

"3. That each Government should be requested to institute an inquiry into the existing weights and measures, whether local, customary, or established by law, so that comparative tables may be formed, by reducing them all to the terms of the Metrical System.

"4. That an International Commission be nominated, to whom the results of these inquiries may be submitted, for the purpose of preparing a report for the next Congress, on the actual systems in use, and on the best means of overcoming the obstacles that may exist in any country to the establishment of the Metrical System in weights and measures."

And as regards Coins—

"1. The simplicity, convenience, and efficiency of the Decimal System of money and accounts, recommend it for general adoption.

"2. The Congress recommend the adoption, as far as possible, of a common degree of fineness in gold and silver coins.

"3. The Congress also recommend that the Government delegates from all countries in which a Decimal System of Coinage has been adopted, be requested to collect all facts showing whether any or what inconveniences have resulted from such changes, and how such inconveniences, if found to have existed, have been met and remedied.

"4. That an International Commission be nominated, to whom the results of these inquiries may be submitted, for the purpose of preparing a report for the next Congress on the actual systems in use, and on the best means of overcoming the obstacles that may exist in any country to the establishment of the proposed changes."

The International Commission was then nominated, consisting of the following gentlemen:—

England - -	The Right Honourable Viscount Ebrington (now Earl Fortescue). The Right Honourable Lord Monteagle. J. B. Smith, Esq., M.P. Alderman Salomons, M.P. James Heywood, Esq., F.R.S. Thomas Graham, Esq., F.R.S., Master of the Mint. Charles Babbage, Esq., F.R.S. James Yates, Esq., F.R.S. Samuel Brown, Esq., F.S.S. Leone Levi, Esq., F.S.S., Barrister-at-Law. Theodore Rathbone, Esq.
France - -	M. A. Legoyt, Director of the General Statistical Department. M. Michel Chevalier, Councillor of State, Senator, Member of the Institute.
Belgium - -	His Excellency Silvain van de Weyer, Belgian Minister. M. A. Visschers, Member of the Board of Mines and of the Central Statistical Commission.
Denmark - -	Dr. C. N. David, State Councillor, Director of the Statistical Department.
Italy - -	Count Arrivabene, Milan. Signor Bartolomeo Cini, Florence.
Norway - -	Professor L. K. Daa.
Prussia - -	Dr. E. Engel, Privy Councillor, Director of the General Statistical Department.
Netherlands -	Dr. M. M. De Baumhauer, Director of the Statistical Department.

Oldenburg - -	Herr O. Lasius, Finance Councillor.
Russia - -	Professor Kupffer, of the Imperial Academy of Sciences.
Spain - - -	Count De Ripalda, Central Statistical Commission.
Sweden - -	Dr. F. Th. Berg, Director of the Statistical Department.
Switzerland - -	M. Vogt, Director of the Federal Statistical Department.
United States -	Dr. Edward Jarvis, Dorchester, Massachussetts. J. H. Alexander, Esq., Washington. Samuel B. Ruggles, Esq., Washington.
British Colonies -	W. Westgarth, Esq., Victoria. J. T. Galt, Esq., Finance Minister, Canada. W. Field, Esq., Cape of Good Hope. James Macarthur, Esq., New South Wales. Sir Stuart A. Donaldson. 22, Rutland-gate, London. J. E. Fitzgerald, Esq., New Zealand.

These solutions having been unanimously passed by the Congress, the commission was duly installed, and at its first meeting Mr. Samuel Brown, F.S.S., and Dr. Leone Levi, were desired to act as honorary secretaries.

Weights and Measures.

The International Statistical Congress, at its first meeting, recognised the Metric System of weights and measures as the basis of international uniformity. There was doubtless a solid reason for preferring that system to any other, inasmuch as it prevailed most extensively among the countries represented at that Congress. Of the 28 countries then represented, three-fourths, or 21, of them had either partly or entirely the Metric System; and one-fourth, or seven, had the British or other system.

The countries using partly or entirely the Metric System were:—Austria, Baden, Bavaria, Belgium, France, Hamburg, Hanover, Hesse, Mecklenburg, the Netherlands, Parma, Portugal, Saxony, Sardinia, Spain, Switzerland, Tuscany, the two Sicilies, and Wurtemberg.

The countries not using the Metric System were:—The United Kingdom, Costa Rica, Denmark, Norway, Peru, Russia, and the United States of America. The simple fact, therefore, that the great majority of the states did use the Metric System rendered it quite natural for the Congress to demand that, for the sake of general convenience, the countries which did not use the Metric System would reduce their statistical tables into these units. At this moment, when international transactions are so multifarious, and when the operations of trade are essentially universal, it becomes quite necessary for the countries which happen to possess peculiar institutions to consider whether they would not serve their own interest better, and subserve at the same time the great object of universal advancement, by abandoning a position of isolation and entering into a common arrangement with other countries. It was shown, for instance, before the Committee of the British House of Commons on Weights and Measures, in 1862, as a strong evidence in favour of the Metric System, that the progress of exports of British and Irish produce was more and more to countries using the Metric System. Comparing 1847 with 1861, it appeared that, whilst the exports to countries in which the Metric System of weights and measures was entirely or partially adopted, or in the course of adoption, had increased during that period 133 per cent., the exports to countries in which the English system of weights and measures was adopted, had increased only 48 per cent.; and it was urged that unless Britain adopted the same system she would be left behind other nations, and so suffer in her commerce and prosperity.

Another reason for the preference of the Metric System is its universal character. Although national prejudice ought not to influence the mind of the learned and thinking portion of the population in any country, objection might be made to a system, however good, which should bear on its face the national characteristics of any other country; but the metre is essentially universal and cosmopolitan as the earth in which we live. From the very first, the philosophers who undertook the determination of a natural unit for the comparison of weights and measures, sought the co-operation of men of science from Great Britain and other countries. "Le roi est supplié d'écrire à S. M. Britannique, et de la prier d'engager le Parlement d'Angleterre à concourir, avec l'assemblée nationale, à la fixation de l'unité naturelle des mesures et des poids, afin que, sous les auspices des deux nations, des Commissaires de l'Académie des Sciences puissent se réunir en nombre égal avec des membres choisis de la Société Royale de Londres, dans le lieu qui serait jugé respectivement le plus convenable, pour déterminer à la latitude de 45 degrés, ou toute autre latitude qui pourrait être préférée, la longueur du pendule, et en déduire un modèle invariable pour toutes les mesures et pour les poids." This was the resolution of the National Assembly, though at this stage, for political reasons, the nation responded not to the invitation. When, however, the measurement of the earth was nigh completed, again invitations were issued by the French Government to neutral and allied countries, by which they were requested to send deputies to Paris to assist, along with the Commissioners of the Academy of

Sciences, in the final settlement of a Metric System adapted to the usage of all nations. Such deputies were accordingly sent from the Netherlands, Denmark, Spain, Switzerland, and several States of Italy, and it was by the labours of the entire body of French and foreign Commissioners that the Metric System was finally settled on the ten-millionth part of the quadrant of the meridian. Other natural units have been suggested before and since; some natural and some artificial, some absolutely national and some international. We shall not enter into their comparative merits. Either, perhaps, might have been taken advantageously, but, for reasons which it is unnecessary for us to dwell upon, they have not been so chosen.

Objection has been made to the adoption of the metre as the unit for an international system, on the ground that it is erroneous in reference to the natural standard from which it professes to originate. It was shown by Sir John Herschel, in some letters in the London *Athenæum*, and since issued in a separate form, that, assuming the length of the earth's axis of rotation to be 500,500,000 imperial inches, the length of the quadrant would be 393,758,320 imperial inches, showing an excess of 50,420 inches from the standard computation of the metre, in imperial inches at 393,707,900, or a difference of $\frac{1}{7816}$th. We do not dispute the possibility of some error in the original calculation, and it is very likely that, were another measurement of the earth undertaken at this moment, with the advance made in astronomical and mechanical science, and with the perfection attained in the manufacture of instruments, more satisfactory results would be obtained. But we would submit that, for practical purposes, it makes but little difference whether or not the unit of length represents accurately the ten-millionth part of the quadrant. In the United Kingdom, the Act establishing the present weights and measures had provided that the seconds pendulum should be taken as a standard in case of loss of the standard yard, but even that was abandoned by subsequent Acts. Apart altogether, therefore, from the source whence the metric system first originated, we accept it, not only because it is a unit derived from Nature, but because it is a unit which has been adopted with entire satisfaction now for a period exceeding half a century by a large number of civilised nations. But the one great recommendation of the metric system is its extreme simplicity, symmetry, and convenience. Its exact decimal progression; its power of subdivision and multiplication from the highest and largest to the smallest and most minute quantities; the few and specific names by which each unit is distinguished; their analogy and natural relation to one another; these are merits which have put the metric system far in advance of any other, and which have, in fact, neutralised any objections which have been urged against the adoption of the unit upon which the whole is founded.

Having thus seen that there were valid reasons why the International Statistical Congress should have chosen the metric system and recommended it for the adoption of all countries, we shall proceed with our Report on the existing Weights and Measures in different countries, and of the steps taken towards the adoption of an uniform system.

United Kingdom.

In this country the greatest possible confusion in the Weights and Measures in use exists, as many as ten different systems being actually in force. There is first the grain computed decimally, which is used for scientific purposes; second, the troy weight; third, the troy ounce with decimal multiples and divisions, called bullion weight; fourth, bankers' weight, to weigh 10, 20, 30, 50, 100 and 200 sovereigns; fifth, apothecaries weight; sixth, diamond weight and pearl weight, including carats; seventh, avoirdupois weight; eighth, weights for hay and straw; ninth, wool weight, using as factors 2, 3, 7, 13, and their multiples; and tenth, coal weight, decimal. But, besides these, there are a vast variety of local weights and measures the use of which the law has not hitherto succeeded in abolishing. In fact, although as far back as Magna Charta it was ordained that there should be but one system of weights and measures through the whole country, we are as far now as ever from having attained the desired uniformity. Two reasons may probably be assigned for the failure of our legislation on this subject. First is the defect of the law, which, with a view not to press too hard against the habits of the people, has always left it open for parties to continue the use of the customary weights and measures; and second, because there has never been introduced a clear and intelligible system capable of meeting the requirements of society, and, therefore, every trade and every class had to seek its own way of weighing and measuring commodities.

For a long time the mind of the nation has been unsettled as regards the decimal computation. The Commissioners on Weights and Measures, in 1838, directed their attention to the subject. In 1844, Sir John Bowring obtained a Committee of the House of Commons on Decimal Coinage, when a good deal of information was elicited on the Decimalisation of the Weights and Measures. In 1853, Sir William Brown, then member for South Lancashire, carried a resolution in the House of Commons in favour of Decimal Coinage, and almost uniformly the Petitions presented to Parliament in favour of the measure recommend that the Weights, Measures, and Coin should form part of one system, though it was deemed best to commence the reform by decimalising first the coinage. The state of politics, and the opposition manifested to a particular scheme, intercepted the progress of the measure till, in 1862, after years of labour on the part of the International Association, and under the influence of the cosmopolitan spirit created by the International Exhibition, Mr. William Ewart, Member for Dumfries, moved for the appointment of a Committee "To consider the practicability of adoping a simple and uniform system of Weights and Measures, with a view

not

not only to the benefit of our internal trade, but to facilitate our trade and intercourse with foreign countries. The Committee was appointed on the 8th of April 1862, and it was nominated on the 1st of May, as follows:—Messrs. William Ewart, Chairman; Right Hon. Sotheron Estcourt, Richard Cobden, Right Hon. C. Adderley, Edward Baines, Colonel Wilson Patten, John Benjamin Smith, W. W. F. Hume, John St. Aubyn, John Pope Hennessy, W. A. Mackinnon, Alex. S. Finlay, G. Greenall, Colonel Sykes, F.R.S., and William Pollard-Urquhart.

The Committee was formed at a most auspicious moment, when many learned and distinguished men were in this country for the International Exhibition. Seldom, indeed, have we seen such a galaxy of eminent witnesses as appeared before Mr. Ewart's Committee: men such as Mr. Graham, the Master of the Mint; Mr. Fairbairn, the late President of the British Association; Professor Airy, the Astronomer Royal; Professor Miller, of Cambridge; Professor De Morgan; Dr. W. Farr; Mr. James Yates, Fellow of the Royal Society; M. Michel Chevalier, Senator, Member of the Institute; Mr. Visschers, Conseiller des Mines, of Belgium; Dr. Karmarsh, Principal of the Polytechnic Institution of Hanover; Dr. Steinbeis, President of the Board of Trade of Wurtemberg; Dr. Baumauer, and many others.

In dealing with a question of such a momentous and practical character, the Committee of the House of Commons had three alternatives; first, to retain the present system, though defective, and simply to endeavour to amend the law, as it had been done again and again, without result, a mode which no one recommended; second, to create a separate decimal system for the United Kingdom—that is to say, to decimalise the present units, the pound, the yard, and the gallon—as recommended by Professor Airy, De Morgan, and others; third, to adopt, in common with other countries, the metric system, in accordance with the recommendations of a host of witnesses. The first of these modes appeared to the committee to be quite useless. The second would necessitate a complete change, and cause much confusion and trouble, without corresponding results. The latter, the introduction of the metric system, seemed by far the simplest and best; by adopting this course, the Committee were enabled to set aside the chaos of our irregular method, and all the discrepancies by which it is distinguished, and to enter at once into a plain and symmetric principle; and when they considered that their instructions were not only to seek a system perfect and complete in itself, but one which should facilitate trade and intercourse with foreign countries, they could not well hesitate in their choice.

The special method recommended by the Committee for the ultimate adoption of the metric system was summed up in the Report as follows:—

1. That the use of the metric system be rendered legal, though no compulsory measures should be resorted to until they are sanctioned by the general conviction of the public.
2. That a Department of Weights and Measures be established in connexion with the Board of Trade. It would thus become subordinate to the Government, and responsible to Parliament—to it should be entrusted the conservation and verification of the standard, the superintendence of inspectors, and the general duties incident to such a department. It should also take such measures as may from time to time promote the use and extend the knowledge of the metric system in the departments of Government, and among the people.
3. The Government should sanction the use of the metric system, together with our present one, in the levying of the customs duties; thus familiarising it among our merchants and manufacturers, and giving facilities to foreign traders in their dealings with this country; its use, combined with that of our own system, in Government contracts has also been suggested.
4. The metric system should form one of the subjects of examination in the competitive examinations of the civil service.
5. The gram should be used as a weight for foreign letters and books at the Post Office.
6. The Committee of Council on Education should require the metric system to be taught (as might easily be done, by means of tables and diagrams) in all schools receiving grants of public money.
7. In the public statistics of the country, quantities should be expressed in terms of the metric system in juxtaposition with those of our own, as suggested by the International Statistical Congress.
8. In private Bills before Parliament, the use of the metric system should be allowed.
9. The only weights and measures in use should be the metric and imperial, until the metric has generally been adopted.
10. The proviso in the 5th and 6th William IV., c. 63, s. 6, should be repealed.
11. The department which it is proposed to appoint should make an annual report to Parliament.

The Report was well received throughout the country, and, in furtherance of its recommendation, a bill or project of law was introduced in the House of Commons by Mr. William Ewart, Mr. Cobden, the Right Hon. Mr. Adderley, and Mr. Finlay. It was at first decided upon simply legalizing the use of the metric system with its own nomenclature, but it was

objected to this method that, so long as it was permissive only, the people would continue to use the existing system, and no effort would be made to teach or introduce the new; that to have another system side by side with the existing one would only add to the confusion, whilst the introduction of the same, with its Greek and Latin nomenclature would effectually preclude the chance of its ever becoming popular with the masses. The Bill was therefore constructed to the effect of making the use of the new weights and measures permissive for three years, but compulsory thereafter, and of legalizing the use of the old names for new quantities, by the addition of the word "new." The Chambers of Commerce of the United Kingdom, the Pharmaceutical Society, the British architects, and a goodly number of merchants, traders, and persons connected with education, petitioned Parliament in favour of the Bill. Mr. Ewart introduced the Bill; Mr. Cobden, Colonel Sykes, Mr. J. B. Smith, Mr. Baines, Mr. Pollard-Urquhart, Sir M. Farquhar, and others took part in the debate, and though a general opinion was expressed in favour of a permissive bill only, the bill passed a second reading by a majority of 110 to 75. It is gratifying to find that the principle of introducing the metric system in the United Kingdom was sanctioned first by the unanimous vote of a Parliamentary Committee, and afterwards by the House of Commons itself.

At the meeting of the British Association, held in Newcastle in the present year, the following important observations were made by Sir William Armstrong, the President of the Association, in his opening Address:—

"Another subject of a social character which demands our consideration is the much debated question of weights and measures. Whatever difference of opinion there may be as to the comparative merits of decimal and duodecimal division, there can at all events be none as to the importance of assimilating the systems of measurement in different countries. Science suffers by the want of uniformity, because valuable observations made in one country are in a great measure lost to another, from the labour required to convert a series of quantities into new denominations. International commerce is also impeded by the same cause, which is productive of constant inconvenience and frequent mistake. It is much to be regretted that two standards of measure, so nearly alike as the English yard and the French metre, should not be made absolutely identical. The metric system has already been adopted by other nations besides France, and is the only one which has any chance of becoming universal. We, in England, therefore, have no alternative but to conform with France, if we desire general uniformity. The change might easily be introduced in scientific literature, and in that case would probably extend itself by degrees amongst the commercial classes, without much legislative pressure. Besides the advantage which would thus be gained in regard to uniformity, I am convinced that the adoption of the decimal division of the French scale would be attended with great convenience, both in science and in commerce. I can speak from personal experience of the superiority of decimal measurement in all cases where accuracy is required in mechanical construction. In the Elswick works, as well as in some other large establishments of the same description, the inch is adopted as the unit, and all fractional parts are expressed in decimals. No difficulty has been experienced in habituating the workmen to the use of this method, and it has greatly contributed to the precision of workmanship. The inch, however, is too small a unit, and it would be advantageous to substitute the metre, if general concurrence could be obtained. As to our thermometric scale it was originally founded in error; it is also most inconvenient in division, and ought at once to be abandoned in favour of the centigrade scale. The recognition of the centigrade scale by the numerous men of business composing the British Association, would be a most important step towards effecting the universal adoption of the French standards in this country, which sooner or later will inevitably take place."

The question was debated in a section of the British Association, and is proposed for further discussion at the meeting of the National Association for the Promotion of Social Science, to be held in Edinburgh in the month of October next.

France.

This being the country whence the metric system first emanated, it is natural that its legislation and practice on the subject should be carefully studied. Unfortunately, the measure was introduced at a most unfavourable time, and, for a long period, it laboured against the most decided opposition and prejudice. From the first, the Government was not in earnest in securing its success, whilst the nation itself was scarcely prepared for the many radical changes so suddenly effected by the revolution. Some steps were, nevertheless, taken, rather as an experiment. The Board of Works adopted it from the beginning. In the Naval Arsenal, too, the system was adopted by the officers and shipbuilders, with the consent of Government, and even by the order of the Minister, but the people at large were left at liberty to use which system they pleased. It was not, in fact, till 1837, that the French Government took measures to enforce the system throughout, a law having been passed making the use of the metric system compulsory, from the 1st of January 1840. Although, therefore, a long time had elapsed since its first introduction, it would be erroneous to think that the measure was fairly carried into execution. Upwards of twenty years, however, have elapsed since the new system has been made compulsory. Have the French people adopted it universally? Does the metric system find favour with them? Is it adapted to the practical business of life? These are questions which are still differently answered.

As

As far as we have ascertained, it appears that the system is *bonâ fide* made compulsory; merchants, traders, and even retail dealers must use the metric weights and measures, and do use them; and from time to time they are submitted to the visit of the inspectors of weights and measures. It is evident, at the same time, that the old names are still largely used by the people. The "livre" is a much more customary quotation of weight than the kilogram or half-kilogram, and the "sou" than the five centimes.

Belgium.

In Belgium the metric system was introduced when the French took possession of the Austrian Netherlands, now forming the kingdom of Belgium. At first it was introduced with the same nomenclature as in France, but on the union of Belgium with the Dutch Netherlands, the names were changed. This continued till 1831, when, upon the erection of Belgium as an independent kingdom, the original names were again resumed. A new law was passed in June 1816, and one in 1855, making the same even more stringent, and by universal testimony, confirmed by personal experience, the metric system seems now to have been pretty extensively adopted throughout the country. It is, of course, quite possible that, here and there, the old local systems may be still found in existence, and that small dealers may try to take advantage of the confusion; but, generally, the Government has met with no opposition in enforcing the metric system. In the new Belgian law, the units of the metric system have been extended by adopting the duplicates of each unit, multiples and sub-multiples. They adopted the principle of having weights representing 50, 20, 5, 2, and 1. It is the same as regards weights, and measures of length, and measures of capacity. By thus increasing the series, the objection that the metric system does not possess a sufficient series of units is altogether obviated.

Holland.

The metric system was introduced into Holland in 1816, and it came into force three years afterwards, in 1819, that time being given to facilitate the change; but the old Dutch nomenclature was used for the purpose, such as the ell, palm, duimen, and streegen, and so forth, the words "old" and "new" being used to distinguish the old method from the metric system. On the success of this method there appears to be great difference of opinion. Dr. Baumhauer said that the simultaneous use of both the "old ell" and "new ell" produces confusion. Others have stated that no inconvenience has resulted from it. The law requires the use of the new system in all things, except for weighing medicines. The medicinal pfund is $\frac{2}{3}$ of the usual pfund, and is divided into 12 ounces, one ounce being 8 drachms, 1 drachm 3 scruples, and one scruple 20 grains.

Switzerland.

The weights and measures in this country are based on a mixed system, decimal and duodecimal. By the law of 1851 the unit of length is the foot decimally divided, equivalent to 0·3 metre. The road measure is the vergstunden, equal to 4,800 metres. The liquid measure is the maas, equal to $1\frac{1}{2}$ litres. The unit of weight is the pound, equal to 500 grams or half kilo.; but instead of being divided decimally, as the foot, it is divided into 32 loth or 16 ounces. Switzerland is subject to two opposing influences, the French and German. The French cantons would have preferred the French system in its completeness, but the German cantons preferred the German plan. The system adopted was, therefore, a compromise; but should Germany adopt the metric system in measures, as well as in weight, Switzerland will be ready to follow.

Spain.

The metric system has been introduced by the law of the 19th July 1849, to come in force from the 1st January 1859, though for a portion of the kingdom it came in force in 1853, the only difference made being in the names, which were rendered somewhat more idiomatic, as metro, area, litro, kilogramo or gramo, decametro, hectrometro, kilometro, &c. The system has been extended to Spanish America and in Cuba. The Castilian system is, however, largely in use. That system is duodecimal. The measure of length is the foot of 12 inches, 12 lines and 12 points or 16 fingers, and is 0·278635 metre. The elle is 4 palms or 3 feet = 0·835905 metre. The Queen declared that, after the 3d of January 1851, the metre shall be used in all announcements of the sales of national property.

The Count de Ripalda, writing, 1st August 1863, on the progress of the decimal system in Spain, says:—

"L'ordre est donné, et la volonté du Gouvernement est sincère de l'établir. Les Corps du Génie, d'Artillerie, de l'Administration Nationale Militaire, l'ont déjà adopté, et je crois que la Marine de l'Etat aussi. La vente de terres et de maisons, des biens de l'Etat, se fait par hectares et mètres carrés. Le Gouvernement a acheté 600 collections de types de toute classe, et il va en acheter plus, pour établir dans chaque ville importante des types de comparaison. La mesure linéale est déjà assez connue, et même celle du poids, car dans les

chemins de fer on paie par kilomètre et par kilogrammes. Je crois qu'on va mesurer les navires par tonnes métriques. On a publié et on vend des tables de réduction des mesures du pays à mesures métriques, avec les réductions faites depuis un à mille. En un mot, on marche sincèrement et décidément à l'adoption du système décimal, qui fera le tour du monde, malgré l'opposition de l'ignorance, comme le feront toutes les nouvelles idées philosophiques et humanitaires."

Portugal.

The metric system came into force in this country in 1862, and a department for the purpose has been established. Comparative tables have also been constructed of the old and new systems, and under the able management of M. Fradesso da Silveira every effort is being made to render the system extensively known and popular.

His Excellency the Marquis d'Avila, in his Report to this International Statistical Congress, says:—

" Dans les Congrès précédents, et notamment à Paris et à Londres, on s'est occupé sérieusement de la question de l'uniformité des poids, mesures, et monnaies, et on a appelé l'attention des gouvernements sur l'utilité de cette importante réforme, qui faciliteraient essentiellement l'étude et la comparaison des faits sociaux dans les différents pays. Je pense, donc, que je dois faire connaître au Congrès qu'elle est la situation en Portugal, en ce qui concerne le système métrique, sans chercher à démontrer que le Portugal est de tous les pays le premier qui, après la France, voulut adopter ce système, dont l'exécution avait déjà été ordonné en 1814.

" Je me bornerai à constater ce que nous avons fait récemment pour en assurer l'application.

" Le décret du 14 Décembre 1852, a prescrit que le système métrique serait obligatoire, dix ans après, dans tout le royaume. Aux termes du même décret, le Gouvernement devait fixer successivement les époques auxquelles chaque partie du nouveau système serait mise en vigueur; ce qui seulement pourrait avoir lieu six mois après que les étalons respectifs auraient été distribués, et les tables comparatives publiées pour sa promulgation.

" Une Commission Centrale a été chargée de ces travaux préparatoires. M. Fradesso da Silveira, Secrétaire de cette Commission, a reçu mission d'acheter les étalons vérifiés au Conservatoire des Arts et Métier de Paris, et en même temps d'étudier pratiquement ce service en France et en Belgique.

" Cette étude ayant été terminée en 1855, des agents spéciaux ont été envoyés dans tous les départements pour faire une comparaison exacte, dans chaque commune, avec le concours de la municipalité, des anciens et des nouveaux étalons. Un procès-verbal, constatant les résultats de cette vérification, a été dressé et déposé aux archives de la commune. Des copies de ce procés-verbal ont été envoyées à la Commission Centrale et au Gouvernement.

" Ces résultats sont consignés dans deux ouvrages que je m'empresse d'offrir au Congrés. Le premier contient une collection de tableaux des mesures du système métrique comparées aux anciennes mesures de toutes les communes du royaume. Le second contient seulement la réduction des anciennes mesures de capacité dans toutes les communes, au système métrique et réciproquement. Ce dernier ouvrage, dont six volumes sont déjà imprimés, contient aussi des tableaux des unités de toutes les mesures Portugaises et Anglaises préparés sur des documents officiels.

" Quand les tables comparatives ont été formées, la Surintendance Générale des Poids et Mesures, qui avait remplacé la Commission Centrale, les a envoyées aux municipalités, et a établi partout, au moyen de son nombreux personnel, des écoles pour expliquer le nouveau système. Les instituteurs appelés dans les écoles ont été bientôt à même de le rendre familier à leurs élèves.

" Dans la dernière année et dans l'année courante, le personnel du département des poids et mesures a inspecté 2,720 écoles, publiques et particulières.

" En outre, un grand nombre d'ouvrages élémentaires ont été publiés pour l'usage des écoles et du public. Il est résulté de cet ensemble d'efforts que le délai de dix ans, prescrit en 1852, ne s'était pas encore écoulé, que, par le décret du 5 Juin 1859, le Gouvernement ordonnait l'application du nouveau système à dater du 1 Janvier 1860, que pour les mesures linéaires, et par le décret du 20 Septembre 1860, l'application du même système pour les poids, à commencer du 1 Juillet 1861.

" Pour rendre ces dispositions applicables au service des Douanes et à la Douane municipale (octroi) de Lisbonne, d'après le nouveau système, la loi du 30 Juin 1860, a autorisé le Gouvernement à publier une nouvelle édition du Tarif général des Douanes. Cette autorisation a été mise à l'exécution la même année.

" J'ai l'honneur de faire hommage au Congrès d'un exemplaire du tarif actuel et des tableaux du commerce extérieur de 1860-61 et de 1861-62, en ce qui concerne les importations et les exportations qui ont eu lieu, dans ces deux années, par les Douanes de Lisbonne et du Porto, les deux principales Douanes de Portugal. J'ajoute à ces documents la statistique de l'octroi municipal de Lisbonne, pour ces deux années et pour l'année 1862-63. Tous ces documents sont rédigés d'après le système métrique.

" Pour les mesures de surface et de capacité du système métrique, tous les travaux préparatoires sont déjà terminés, et le Gouvernement ne tardera pas à en ordonner la mise en vigueur.

" L'organisation

" L'organisation du service du système métrique en Portugal a offert des éléments précieux pour la statistique de l'instruction primaire et de l'industrie de manufacture.

" Grâce au zèle indéfatigable de M. Fradesso da Silveira, chef du bureau des poids et mesures, les employés chargés de visiter les écoles primaires dans l'intérêt du système métrique, ont également reçu mission de recueillir tous les renseignements indispensables pour organiser la statistique de ces écoles. Leurs travaux, qui comprennent tous les districts, sont presque terminés, et on a déjà publié la statistique de onze des dix-sept districts."

Greece.

The metric system, with some modifications in nomenclature and quantities, was introduced by the law of 28th September 1836, but the nomenclature is Greek. The royal piki or metre has 10 palms; a palm is 10 zoll, and the zoll 10 linien or millimetres. For road measure, 1,000 piki=1 kilometre. For weights, the royal mine is equal to 1,500 drachmes or grams, one and a half kilogram; 1 gram has 10 obolen or (decigrams) 10 gran (centigram). The talent has 100 minen, 150 kilograms. In the Ionian Islands, the English system at present exists.

Italy.

The whole of Italy now possesses the metric system. For a considerable time past Sardinia and Lombardy had the same weights and measures as in France; but since the Neapolitan States, the Romagna, Tuscany, and other parts have been united with the Sardinian States into an Italian kingdom, the same system has been introduced throughout, and the change has been effected without any practical difficulty.

Germany.

The different States of Germany have all different weights and measures.

In Prussia the foot has 12 inches and 12 lines, and is equal to 0·3138 metre. The mile of 24,000 is the unit of road measure, and is equivalent to 7,532·485 metres. For land measure, the morgen has 180 square ruthen, equivalent to 2,553·225 square metres. For corn measure, the sheffel of 16 metzen is equivalent to 54·9615 litres. The Prussian pfund is equal to 467·711 grains. In Vienna, the foot, equally divided, as in Prussia, is equivalent to 0·316111 metres, divided duodecimally. For weights, the centner has 100 pfund, equivalent to 560·012 grams each, 100 pfund being equal to 123·462 English avoirdupois. But in Austria, the half-kilo has been taken as the basis for collecting the customs, and the same decimal weight has been introduced into all great mercantile operations, and in the calculation of the operations of the steamboat and railway traffic. Such changes have been effected without any difficulty, and no inconvenience has been experienced. In 1860 a conference was held in Frankfort, of commissioners from Austria, Bavaria, Saxony, Hanover, Wurtemburg, Baden, Hesse Darmstadt, Nassau, Mecklenburg Schwerin, Mecklenburg Strelitz, Oldenburg, Anhalt, Schwarzburg, Lichtenstein, Schaumburg, Lippe, and the few free towns, to consider and report upon the best system of weights and measures for the whole of Germany; and, after careful consideration of the whole subject, they recommended the introduction of the metric system, as detailed in the programme by Dr. Engel. Unfortunately Prussia was not represented at that conference, and the resolutions have not yet been carried into effect.

His Excellency the Baron von Czoernig, President of the Central Statistical Commission, Vienna, writing 5th August 1863, reports:--

" Depuis l'exposition que j'ai faite à Londres l'année passée, au Comité présidé par le Comte de Fortescue (Lord Ebrington), rien ne s'est passé de nouveau sur cet objet chez nous. Mais on prépare l'introduction générale du système métrique, sur laquelle je ne manquerai pas de vous prévenir dès que quelque chose se fît dans la matière. En attendant, le système métrique est en activité pour les monnaies (dont l'unité est le "zollpfund," = ½ kilogram), pour les transports sur les chemins de fer et les bateaux à vapeur, et pour le paiement des droits de douane dans l'importation et l'exportation des marchandises. Aucun inconvénient ne s'y est montré, pas même quand on a changé la subdivision du florin, qui autrefois avait 60 kreutzer et a à présent 100 kreutzer. Toute la population, même de la campagne, s'y est bien vite habituée."

Russia.

The system in force in this country was established in 1840, when a Commission was issued by the Government to fix the exact relation between the different parts of the Russian system, and to construct and deposit the standards of these units. The unit of length is the foot, divided into 12 inches and 10 lines, equivalent to 0·30479 metres. The arshine, or the elle, is equivalent to 0·71119 metres. The unit for land measure is the dessiatine of 2,400 square

2,400 square sasche; and the werst, the unit for road measure, is equivalent to 1066·78 metres. The standard pound is equal to 409·51156 grams. Some steps have recently been taken in Russia, with a view to take part in the general efforts for the assimilation of weights and measures. In the year 1858, the Council of the International Association sent an address on the subject to the Imperial Academy of Sciences. That academy appointed a commission, consisting of Messrs. Kupffer, Ostrogradski, Jacobi, and Otto Struve, to deliberate and report on the proposal, and they reported in favour of making such changes in the Russian system as would bring it into perfect harmony with the metric. Since the presentation of that report, M. Kupffer, the rapporteur of that commission, attended the fourth general meeting of the association, held at Bradford, and, expressing his own and the opinion of the Russian Government, he gave the assurance that, if Great Britain adopts the metric system, Russia will also adopt it.

The relation of the metric system to the existing Russian weights and measures was described as follows by the committee of the Imperial Academy of Russia:—The dessiatine has now 1·0921 hectares; it will in future be equal to one hectare; that is, it will be reduced 10 per cent. The Russian verste is now equal to 1·066 French kilometres; it will be equal to one kilometre, that is, it will be reduced seven per cent. The cubic sagene of Russia is at present equal to 9·712 French steres; it will in future be equal to eight steres, that is, it will be reduced 18 per cent. The new Russian pound, equal to 500 grams, very near one and a quarter of the old pounds, will be divided into 100 zolotnics, the zolotnic being equal to five grams. The zolotnic would be divided into 100 doli, one dolea being equal to five centigrams. The new ton, equal to 1,000 kilogrammes, very near to six old berkowetz, would be equal to 200 lbs. The new sagene is equal to two metres, that is, very near 45 old verchocs. The sagene is divided into two archines, the archine into 10 verchocs, the verchoc in 10 lines. For the measure of cloth and drapery, the archine, or the half-sagene, may be used, which is divided into 10 verchocs. The new archine will be nearly equal to one and a half of the old, and the new verchoc will be equal to two and a half of the old. The unit of measures of capacity will be an equivalent to the litre, ten chtofs will make the oedra, ten tcharks will make the chtof. The unit of measures for grain will be the osmine (hectolitre). The osmine is divided into 100 garnetz. The unit for agrarian measures will be an equivalent to the hectare, little different from the old dessiatine. The linear measure will be the verste (kilometre), equal to 500 sagenes (1,000 metres, little different from a verste). The measure for firewood will be the cubic archine; 10 cubic archine will make the decastere, which differs little from the old cubic sagene; the fourth of the decastre (or two cubic archines and a half) would be little different from the sagene for wood, the log of which would be only three quarters of archine of length, the differences between the old and the new measures being as follows:—One new pound is equal to one old pound less 25 per cent.; one new archine is equal to one old archine, less 40 per cent.; one new osmine is equal to the old osmine, less five per cent.; one new vedro is equal to the old vedro, less 20 per cent.; the verste and the dessiatine are equal to the old verste and dessiatine; the new decastre is equal to the old cubic sagene.

Sweden, Norway, and Denmark.

A new system of weights and measures was introduced into Sweden in 1855, to be compulsory from the 1st January 1863. The unit of the measure of length is the foot, divided decimally. The stangen has 10 feet, and the schnur has 10 stangen. The road measure is the mile of 36,000 feet, and the land measure is 100 square stangen, the square schnur being equivalent to 8·81502 French areas. For weight, the pfund has 100 ort or 100 korns. The centner has 100 pfuns, and the last has 100 centners. For liquids, the cubic foot has 10 kannen, or 100 kubikzoti.

In Norway the system is duodecimal. For measure of length, the foot of 12 inches and 12 lines equivalent to 0·313763 metres. There is also the elle of 2 feet. The mile has 24,000 feet. The land measure is the tonne handes, which is equivalent to 10,000 square ells. The pfund is the 1·63 cubic foot of distilled water and 498·4 grams.

Denmark has a system somewhat the same as in Prussia, with some little modification. 17 Danish ells are equal to 16 Prussian ells. The ruthe has 10 feet for land measure; the tonde land of 8 sheffelon has 14,000 square ells, equal to 55·16123 French ares. The centner has 100 pfund, each of 16 ounce. The pfund is equal to the half-kilo. These three systems are thus in many points different, and it is gratifying to learn that a meeting of political economists was recently held at Gottenburg, attended by a large number of Members of Parliament and persons of influence from each State, when it was resolved to recommend the introduction of the metric system with the same nomenclature as in France. In consequence of this resolution, the King of Sweden and Norway has appointed a commission to consider and report on the best mode of introducing the change.

Turkey.

There are two units of length, the first is the picco or aistren, equivalent to 0·6858 metre. This measure is used for the wholesale and foreign trade. Second, the endasch, equivalent to 0·6528 metres. For weight, the cantar or centner has 44 oken, also divided into 100 rotoli. The oka has 400 drams, or 1285·56 gram; but the Turkish measures and weights differ in different branches of trade.

China.

In China the foot is the unit of length divided decimally, but there is the merchant's foot, equivalent to 0·33837 metre; the engineer's foot, equivalent to 0·31972. Manufactures are sold wholesale by the English yard. The road measure is the li, which is equivalent to 575·5 metres. For weight there is the pikol, which has 100 kattes of 16 tales each, equivalent to 133⅓ English avoirdupois. The katt is 1⅓ English avoirdupois, or 604·782 grams.

Japan.

The unit of length in this country is the sasi, divided decimally, and is equivalent to 0·303 metres. There is also the ell or kupera sasi, equal to 0·379 metre. For weight there is first the monme, equal to 1¾ grams. The monme has 10 puh and 16 rin.

Extract from Sir R. Alcock's "Three Years in Japan:"—

"All revenues of Damios are estimated at so many *ko-koos* of rice. This I conceive, however, is merely a standard of value, just as a pound sterling is with us, and does not give any clue to the quantity of land these territories may contain. The standard of superficial measurement is a *tsoobo*, being about 6 feet square, or, in precise terms, the side is 5 ft. 11¼ in., and containing therefore an area of 35·25 square feet instead of 36. In referring to the size of a farm, an *itham*, containing 300 *tsoobo*, is the measurement generally mentioned, and 1 *il-thun* of good rice land is calculated to produce 1,600 *its-go* (or about 532 lbs. avoirdupois) of clean rice at one cropping. The pound weight is divided into 160 equal parts, of which 120 make 1 lb. avoirdupois. The smallest Japanese grain measure is an *its-go*, which, of clean rice, contains 5⅓ oz. avoirdupois.

	lbs.
1 *Its-go* - - - - - - - =	⅓
10 *Its-go* (1 *Ischo*) - - - - - =	3⅓
10 *Ischo* (1 *Itho*) - - - - - =	33⅓
10 *Itho* (1 *Its'ko koo*) - - - - =	333⅓

Persia.

In Persia the goss is the unit of length, divided duodecimally. The goss schah for woollen, is equal to 1·0160 preber. 2d. The goss mokasar used in manufactures is equivalent to 0·9347 metres. The farsang for road measure has 6,000 goss or archines. For weight there is the mahnd, which in some States it is equal to 3·098 kilog., in others it is more than double.

India.

The unit of length in Bombay is the haht, equivalent to 0·45719 metre, and in Calcutta the fathom, or four hahts. The road measure is the coss, equivalent to 1828·767 metres; for land measure is the biggah, which has 20 cottahs, or 6,400 square hahts, equivalent to 13,37755 ares. The new bazaar weight is the tola, equivalent to 10,66375 grams. The mahnd has 40 sihrs 320 tolas. Complaints are, however, made of the great variety of weights in use.*

* A writer in the "Bombay Times" gives the following illustrations of their difference:—In Bombay the seer is equivalent to but 11 oz. 3·16 drs. avoirdupois; it weighs exactly 30 pice; and while the maund of 40 seers is equal to 28 lbs., the seer for liquid is 1 lb. 8 oz. 8¼ drs. At Ahmedabad the seer is 1 lb. 14 drs. At Ahmednuggur it is 1 lb. 15 oz. 8 drs.; that of capacity 2 lb. 11 oz. 6 drs. At Dhwar the kucha seer is 8 oz. 35 drs., but the packa is 2 lbs. 15 oz. 11½ drs. At Poona it is 1 lb. 15 oz. 8⅓ drs. At Nassick, 1 lb. 15 oz. 4½ drs., but at Surat only 15 oz. In other parts of India there is the same wide difference; at Mangalore the seer weight is but 9 oz. 13 drs., while the seer of capacity is equal to 84 Bombay rupees. At Indore the seer is 2 lbs. 6¾ drs. At Bungalore the kucha seer is 10 oz.; the packa, for grain, is 2 lbs. 1 oz. 10¾ drs. At Trichinopoly the packa seer is equal to 1 lb. 10 oz. At Madras the seer is 11 oz. only, about the same as in Bombay. At Calcutta the seer for grain is just about 2 lbs. English avoirdupois, or 80 standard tolas. The maund weight is dependent upon that of the seers, 40 of the latter generally making up the maund, though this is not always the case. Thus, at Broach there are three distinct maunds, one weighing 40 lbs. 8 oz. 12 drs.; another, for grain, 41 lbs. 9 oz. 5 drs., and a third for cotton, 43 lbs. 9 oz. 9⅗ drs. So, too, at Baroda, there are 42 seers to the maund; at Belgium 40 seers, weighing 26 lbs. 3 oz. 15 drs.; at Poona there are three descriptions of maunds, one of 2½ seers for ghee, a second of 40 seers for metals, and the third for grain of 84 seers (94 lbs. 9 oz. 8 drs.). Look where we will we find the same diversity of weights prevailing in every large Indian town, and a particular weight generally for particular commodities. And it is the same with measures of length. This great diversity of standards must, of necessity, lead to much fraud and underhand dealing, and it is seldom that the standard for any one place can be accurately known or even discovered.

America (United States).

The weights and measures in the United States are equal to the British; but for weights, New York, Massachusets, and Connecticut have the centner, of 100 lbs.; the quarter, of 25 lbs.; the ton, of 2,000 lbs. In the other States, the ton is 2,240 lbs. Some of the States have expressed a desire to introduce the metric system of weights and measures.

Mexico.

In this country the old Spanish system still obtains. The unit of length is the vara, equivalent to 0·83695 metre; 100 English yards make 109¼ Mexican varas. For land measure is the almud, which has 50 square varas. For weights, the tercio of 150 pfunds. The carga is equivalent to 300 pfunds.

Free States of South America.

The unit of length is the vara (elle), which is larger than the Castilian, viz., 0·866 metre. The road measure is the cuadra; the league, or mile, has 40 cuadras, or 6,000 varas, equivalent to 5,196 metres. The land measure there is the suerte de chacra, which is 19,600 square varas; for corn measure, the fanega, equal to 137·20 litres; for liquid there is the frasco, which is equal to two and three-eighth litres. The pound, or libra is the weight of 33 cubic inches of distilled water, or 459·367 grams, equal to 1·01274 English avoirdupois.

Jamaica.

The same as in the United Kingdom.

Canada.

The same as in the United Kingdom. The ell of 1¼ yard is also in use. For corn measure there is the minot, equal to 39·025 litres.

Brazil.

The measure of length is the linha of 10 pentos; but for manufacturers the varsa is used, of 1·1 metre. The corn measure is the moie, which has 15 fangas or 16 alqueres, 2½ alqueres being equal to one hectolitre. The liquid measure is the pyre, which has 180 meddas, and the meddas is equal to 2·79 litre. The unit of weight in Portugal is also used in this country.

Mauritius.

The unit of length is the praxes of 15 Parisian feet, equal to 16 English feet. The faden fathom is 5 Paris feet; the arene is equal to 1·191 metres. For liquid there is the fass cask or oxhoft of 30 velts, 1 cask 460 gallons. The unit of weight is the old Parisian markweight. The ton has 20 quintals, or 2,000 pounds.

Chili.

On the 24th January 1848 the metric system was introduced; before that time the old Spanish customs were in force, as well as the Valparaiso system.

British Guiana.

The British portion has the English weights and measures; the French the old Parisian, and the Dutch the old Amsterdam.

Guinea (West and North Africa).

The unit of length is, in all West and North Africa, the pick or covado, equivalent to 0·5775 metres. Palm oil is sold in Bonny in old English puncheons; in Old Calabar in the tabb or kruh of 10 old English wine gallons. For weight, the Europeans use their own.

West Indies.

In the Little Antilles, in Honduras and Bahamas, the English weights and measures prevail; for measures of capacity the old English is used, as in the United States of North America. For the hundredweight 100 pounds are now used. In St. Bartholomew the Swedish is used.

From this extensive review of the weights and measures of different countries, it appears that the United Kingdom, France, Italy, Spain, Canada, Mexico, the Free States of South America, United States, Russia, Belgium, Portugal, Brazil, Chili, West Indies, Persia, Guiana, &c. have adopted a unit of length equivalent to the metre; that Germany, Switzerland, Sweden, Norway, China, and Japan have the foot, or a measure equivalent to a third of the metre; and that India, Africa, and Turkey have a measure equivalent to the half-metre.

We are, therefore, justified in reporting that the great majority of nations have found it necessary and useful to adopt a unit of length equivalent to the metre. Much has been said on the comparative merits of the metre and the foot as a unit of length. In a vast variety of trades the foot is universally used, but for as many other objects the yard or metre is general. Dr. Karmarsh, in his evidence before the Committee of the House of Commons, said that the metre is a length much more commodious for use than the foot; and as an evidence that the foot is too small, he showed that when we measure some length we do not make use of a single foot-rule, but of a rule which is 3 or 4 feet, and we have to multiply by 3 or 4 to reduce it into feet. In the measure of cloth the metre or yard is generally used. The builders in Germany make use of the ell instead of the foot, because the foot is too small. In Saxony the builders measure all objects by the ell of 2 feet; in Austria they have the klafter of six feet. Again, the subdivision of the metre is much more commodious for use than that of the foot. In the foot we have 12 inches; the inch is too large. In measuring many things we must join to the inch some fractions of an inch, but by making use of the metre we have the centimetre, which is so small that we scarcely want fractions of it, and for smaller things we have the millimetre, which is much smaller than the line, or the eighth of an inch.

As respects the subdivision of the units, we find that—

France, Belgium, Holland, Switzerland, Spain, Portugal, Greece, Italy, Sweden, China, Japan, India, Chili have a decimal division; and

The United Kingdom, United States, Germany, Russia, Norway, Denmark have a duodecimal division, though in some of them the weight is decimally divided.

With such facts before us, we cannot help concluding that the introduction of the Metric Decimal system appears to be the most consonant with the habits and tendencies of the commercial world; and that therefore, in endeavouring to introduce uniformity in the weights and measures of all countries, we cannot do better than accept that system which has already made so rapid progress, and which possesses most if not all the requisites which are necessary for the purposes of commerce, social intercourse, and scientific computations. It appears, moreover, from the practice of most countries that, so long as the use of the metric system was allowed to be voluntary or optional only, the measure never made much progress, the people preferring to use the old systems, whatever their merits or defects, and that therefore the success of the measure depends on its compulsory character.

And, lastly, that although in most countries the metric weights and measures have been introduced with their Greek and Latin nomenclature, several countries have adopted their own idiomatic names, whilst in France and other countries the old names, though illegal, are still freely applied to the new quantities.

This Commission is strongly of opinion that in whatever country the metre is introduced, care should be taken not to encumber it with any other subdivisions than its decimals.

In conclusion the Commission would recommend the Congress to resolve:—

1. The adoption of the same measure in international commerce is of the highest importance. The metrical system appears to the Section to be the most convenient of all the measures that could be recommended for international measures.

2. The arrangements and rules to be followed in the construction of the standards, and in the introduction of this system, should be confided to an International Commission, which should also be charged with the duty of ascertaining the means of correcting slight defects in the original standards.

3. That it is desirable that the introduction of the metrical system into any country which accepts it should be made compulsory in the shortest practicable period.

4. That each Government should institute a Department of Weights and Measures, to superintend the introduction of the metrical system, and to carry out its details, or to devolve the duty on some one of the existing departments.

Coinage.

Having thus dwelt at length on the unit of weights and measures, we shall now more briefly consider the question of coinage. Some uniformity in the coinage of different countries is, indeed, quite as necessary, if not more so, than in their weights and measures. Not only do the coins intermix themselves in almost every transaction where the weights and measures are used, but there are numberless monetary and financial operations where the differences now existing produce peculiar and even greater injuries. Moreover, it would be of great advantage to establish a system in which the weights, measures, and coins should have some close analogy with one another. There is a necessary relation between the different parts of this one great question, that is, between the instruments by means of which commodities are divided and distributed, and the instruments by which the commodities so divided are paid for. If, therefore, we deal with the coinage separately, it is not because it is a separate question, but because there are difficulties connected with the coinage which do not exist as regards weights and measures. The first difficulty we have to contend with is the difference in the monetary standard, a large number of countries, by far the largest number, using silver as a standard, and other countries using gold, and some both. Abyssinia, Costa Rica, Bremen, China, France, Switzerland, Denmark, India, Japan, Italy, South American States, Greece, Russia, Holland, Sweden, Spain, Turkey, Prussia, Germany, and Persia have a silver standard; Great Britain, Brazil, Liberia, Portugal, New Brunswick, and some other British Colonies have a gold standard; whilst the United States have a standard of gold and silver.

The reason why these latter countries have preferred gold to silver is, first, because gold is the more costly metal of the two, and it therefore contains greater value in small bulk; and, secondly, because the cost of obtaining gold, and consequently the value of gold, varies less than the value of silver. So long, then, as some countries use gold and other countries use silver, a uniform system of coinage is very difficult to realise; nor do we see the probability that, for the present at least, the different countries will change their custom in this particular simply for the sake of uniformity. It has been proposed to make both gold and silver standards of value for all countries, or to have a double standard; but the great objection to this is that the standard would then be affected by variations in the value of two standards instead of one. And, moreover, if either metal be cheapened when both are made legal tender, suppose anything to happen which may reduce the value of either, everyone who has a debt to discharge will prefer paying in the cheaper metal. In the United Kingdom there are both a gold, silver, and copper unit—the pound, the shilling, and the penny; but the silver and the copper coins are only subsidiary coins, and it is fixed by law that each silver coin must contain a certain quantity of silver, and exchange or be equivalent to a fixed quantity of gold. A shilling always contains the same quantity of silver, and twenty shillings are always equivalent to one sovereign; but to prevent the silver being melted in case of rise in value, the silver for which the gold sovereign may be exchanged would not in reality purchase the quantity of gold contained in the sovereign. The same regulations exist as to the copper coinage as regards silver.

Another difficulty in establishing uniformity in the coinage of nations is the difference in the alloy. Both gold and silver, when pure, are very soft and easily worn away by use, and therefore a certain quantity of copper is added to give these metals the requisite hardness. In the United Kingdom, one-twelfth of alloy is used; that is, a pound troy of gold consists of twenty-two carats in twenty-four parts fine and two of alloy, or ·917 fine. A pound troy of silver consists of 11 ounces 2 pennyweights of pure silver and 18 pennyweights of alloy, or ·925 fine. In other countries the amount of alloy used is different. In France and the United States of America the proportion is nine-tenths pure metal to one-tenth alloy. This is a question purely chemical. In both silver and gold, the relation of nine-tenths and one-tenth is certainly as good, if not better, than eleven-twelfths and one-twelfth; and the only difficulty in changing the alloy in gold is that of maintaining in circulation, at the same time, the coinage of two descriptions of fineness, whilst there would be some difference in the colour which an additional quantity of alloy gives to the gold coin. We are glad to learn from Mr. Graham, Master of the Mint of the United Kingdom, that no practical difficulty would be experienced in agreeing to the common rule of one-tenth alloy, and that in fact, at the Mint at Hong Kong, the new dollar now being coined for use in the Chinese market will be nine-tenths fine. The resolution adopted at the last Congress, on this part of the question, has thus received a marked illustration of its practical character.

The state of the coinage in different countries may best be seen from the following tabular statement, principally extracted from the Report of the British Commissioners on Decimal Coinage (*see* next and consecutive pages).

The evidence and opinions here collected, confirmed as they are by the expressed opinions of most of the members of the Commission, may suffice to warrant the conclusions of the last International Statistical Congress—1st, as to the general recommendation of the decimal system of money and accounts; and, 2dly, as to advising a common degree of fineness in gold and silver coins. They may serve also as an answer to the last question as to what inconveniences have resulted from the changes in any country in which the decimal system of coinage has been adopted. It seems to be almost universally admitted that no difficulty

difficulty has been experienced and no practical inconveniences have been felt in effecting these changes. Many arguments have been produced in favour of the adoption of the franc as a universal money unit based upon the metric system, such as—

1. Its very extensive use on the Continent of Europe, and its adoption by several nations in lieu of their former system, as in France, Belgium, Switzerland, Italy.

2. The division of the franc into 100 parts allows of the greatest accuracy and minuteness in computations of small values, whilst if a new denomination were given to the value of 100 francs, it would greatly facilitate the comprehension of great money transactions, whether in trade or finance. The increase of commerce all over the world, the large amount of Government loans or funds, and the capitals of great commercial enterprises, all seem to require a unit even higher than the pound sterling, by which they could be more simply and briefly expressed.

3. The largest denomination, 100 francs, might be called either a sovereign, a royal, or imperial, or any other name preferred, in different countries, provided the value remains the same. The international decimal system would then be—

The royal - - - - - - - - -	100 francs.
The franc - - - - - - - - -	1 franc.
The cent - - - - - - - - -	·01 franc.

It is to be noticed that in the price-currents in the British markets, we constantly find quotations made in shillings up to about 80 shillings or 100 francs.

4. That as the metric system of weights and measures is gradually extending, it is evidently of importance that the value of coins should be expressed in weights of the system likely to be most popular and best understood.

5. The advantage which it has in common with any other system which might be adopted for one universal currency, would be the saving in the cost and risk of transfer of the precious metals from one country to another, and of the cost of constant recoinage; the rapidity of transfer of coins wherever needed by the exigencies of trade or finance without the delay of conversion into a new currency, and the time gained in general and commercial education.

6. Lastly, the point which more especially concerns this Statistical Congress, is the great facility that would be given by this system for the study of the comparative statistics of all countries.

But, notwithstanding all these arguments in its favour, we cannot hope to overcome the obstacles to the universal adoption of the metrical or any one system of money; we may, however, venture to propose an alternative somewhat in advance of the conclusions of the last Congress. Having agreed that the unit of money in each country should be decimally subdivided, we might urge the importance of such slight alterations in the weight of the pure metal in current coins as would bring them under the metrical system of weights, and would render them, by a simple multiplication or division, exchangeable for current coins of other countries containing corresponding weights of pure metal—gold or silver. Thus, as an example, the English sovereign in gold, equal to 20 shillings in silver, contains 123·274 troy grains, with 1-12th alloy. The pure gold, consequently, is 113·002 troy grains = 7·322 grammes. The gold napoleon of France, equal to 20 francs in silver, weighs 6·452 grammes, with 1-10th alloy, containing 5·807 grammes pure gold; consequently—

5·807 : 20 : : 7·322 : 25·22

To reduce the English sovereign to a weight of pure gold exactly equivalent to 25 francs in silver—

			Grammes.	Grammes.
25·22	:	25	: : 7·322	: 7·258

a reduction of about 64 milligrammes would be necessary.

I.—PRESENT AND FORMER MONIES, AND THEIR VALUES.

COUNTRIES.	Monies of Account by Law.	Coins in Circulation by Law.	Former Monies of Account.
United Kingdom	Pound = 20 shillings. = 240 pence.	Gold, 1 sovereign, ½ sovereign. Silver, 5*s.*, 2*s.* 6*d.*, 2*s.*, 1*s.*, 6*d.*, 4*d.*, 3*d.* Copper, penny, halfpenny, farthing.	
France	Franc = 100 centimes.	Gold, 100, 50, 20, 10, 5 frs. Silver, 5, 2, 1 frs. 50, 20 cents. Copper, 10, 5, 2, 1 c.	Livre = 20 sous. Sou = 12 deniers.
Italy	Lira di Piemonte (or franc). = 100 centimes.	Gold, 100, 80, 50, 40, 20, 10 frs. Silver, 5, 2, 1, ½, ¼ frs. Mixed, 40, 20 cs. Copper, 5, 3, 1 cs.	Piedmont: 1. *Lira* = 20 sols. sol = 12 deniers. Sardinia: 2. *Lira* = 20 sols. sol = 12 deniers. Liguria: 3. *Lira* = 20 sols. sol = 12 deniers.
Belgium	Franc = 100 centimes.	No gold coins. Silver, 5, 2½, 2, 1 fr. 50, 20 cs. Copper, 10, 5, 2, 1 cs. French coins current.	1. *Livre* de gros = 20 schillings. schilling = 12 gros. gros = 8 deniers. denier = 3 mittes. 2. *Florin* = 20 sous. sou = 16 deniers. 3. *Florin* de Brabant = 20 sous. sou = 12 deniers. 4. *Livre* tournois = 20 sols. sol = 12 deniers. 5. *Florin* des Pays Bas = 100 cents
Switzerland	Franc = 100 centimes or rappes.	No gold coins. Silver, 5, 2, 1 frs. 50 cs. Copper, 20, 10, 5, 2, 1 cs.	Each of the 22 cantons had its ov system, and consequently there e isted a great variety. The princ were— 1. *Franc* = 10 batz. batz = 10 rappes. 2. *Florin* = 60 kreutzers. kreutzer = 4 deniers. 3. *Crown* = 25 batz.
Germany	Thaler = 30 groschen.	Silver, 1 thaler. Copper, groschen.	(Monetary convention, 1857.) Vereins thaler.
Netherlands	Guilder (florin) = 100 cents. = 200 ½-cents.	No gold coins. Silver, 2½, 1, ½ fls.; 25, 10, 5 cents Copper, 1, ½ cent.	Guilder = 20 stivers. Stiver = 16 pennings.

I.—PRESENT AND FORMER MONIES, AND THEIR VALUES.

Comparative Values.	Former Coins.	Date of Change.	Weights and Measures Decimal or No?	Intrinsic Value of Coins.
			No.	£.1 = 113$\frac{1}{6}\frac{1}{23}$ grains fine gold. = 7·3224 grammes ditto. Shilling = 80$\frac{3}{11}$ grains fine silver. = 5·1310 grammes ditto.
livres = 80 frs.	Gold, 48·24 livres. Silver, 6·3 livre; 30, 15, 24, 12, 6 sols. Copper, 2, 1 sols. 2, 1 deniers.	11 December 1793. 11 August 1795. 28 March 1803.	Decimal. The metrical system introduced in 1793.	Franc = 4·5 grammes fine silver. = 69·4456 grains ditto. = ·2903 grammes fine gold. = 4·48036 grains ditto. = 9·5156 *d.* £.1 = 25·2215 francs.
100 = 118$\frac{3}{4}$ of present. 100 = 192. 100 = 83$\frac{1}{3}$.	Gold, 120, 60, 24, 12, 6 lira. Silver, 6, 3, 1$\frac{1}{2}$, $\frac{3}{4}$ sols. Copper, 7, 6, 2, 6, 1, 5, 2 deniers. Genoa and Sardinia had also their distinct coinage.	Piedmont, by the French, 1793; suppressed, 1814; re-established, 1816. Genoa, 1826. Sardinia, 1842.	Decimal, 1845.	Same as France.
= 12·69 frs. = 2·1164 frs. = 0·8571 frs. = $\frac{80}{81}$ frs. = 2·1164 frs.	43 coins were recognised as legal tenders by Act of 8th December 1824; amongst these were the legal coins of the Netherlands.	By Napoleon, 1803; suppressed in 1816; re-established in 1832.	Decimal. French metrical system, 1816.	Silver same as France. No gold.
Franc = 1·43 f. Florin = 2·32 Crown = 3·57	Gold, 2, 1, $\frac{1}{2}$ louis-d'or. 8, 6, 5, 4, 3, 2, 1$\frac{1}{2}$, 2$\frac{1}{4}$ ducats. Silver, 4, 2, 1, $\frac{1}{2}$ frs. 2, 1, $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$ florin. Besides these, French and German coins circulate largely.	1850–2. Geneva, 1840.	Mixed. Measures decimal. Weights and liquid measures not decimal. Adopted in 1835. Enforced, 1857.	Silver same as France. No gold.
		1857.	Austrian, decimal. Other States, 1 thal. 30 groschen.	Vereins thaler $\frac{1}{30}$th of a lb. of silver. = 1$\frac{1}{2}$ Austrian florin. = 1$\frac{3}{4}$ Rhenish florin. 2 Convention thaler-piece, value 2 thalers in thaler currency, 3 in Austrian, and 3$\frac{1}{2}$ in South German currency.
change in value of unit.	Gold, 16·5 guilds. Silver, 3·3·0; 3; 1·10; 1·8; 1; 2·2; 6·8; 2·10; 0·12·8; 0·6·0; 0·5·8; 0·2; 0·1. Copper, 2 p. Besides many other provincial coins too numerous to mention.	Accounts, 1821. Coins, 1851.	Decimal, 1821.	Silver: Guilder = 9·45 grammes fine silver. = 145·83 grains ditto. = 2·10 francs. No gold.

I.—Present and Former Monies, and their Values—*continued.*

COUNTRIES.	Monies of Account by Law.	Coins in Circulation by Law.	Former Monies of Account.
Portugal	Reis 1000 = 1 milreis. Notation — 1·000 : 000 $ 000 $ representing thousands, (:) millions, (.) thousands of millions.	Decimal by law, but not yet issued. Gold, 10, 5, 2, 1 milreis. Silver, 500, 200, 100, 50 reis. Copper, 20, 10 reis. English sovereign current by law at 4 milreis 500 reis.	The present system of accounts has always existed, with a duodecimal system of coins.
Russia	Ruble = 100 copecks.	Gold, 10·30, 5·15, 3·09. Silver, 1·50, 1·75 rubles. 75, 50, 30, 25, 20, 15, 10 copecks. Copper, 10, 5, 3, 2, 1, ½, ¼ c.	Banco ruble = 100 copecks. A decimal system has always existed.
Greece	Drachme = 100 lepta.	Gold, 20 dr. Silver, 5, 1, ½, ¼ dr. Copper, 10, 5, 2, 1 lepta. English, Turkish, and French gold circulates at values fixed by law.	Phœnix = 100 lepta.
United States	Dollar = 10 dimes. = 100 cents. = 1000 mills. Virtually only— dollar = 100 cents.	Gold, 20, 10, 5, 3, 2½, 1 ds. Silver, 50, 25, 10, 5, 3 c. Copper, 1 c., ½ c.	1. £. *s. d.* currency varying in value in the different States to the amount of 15 *s.* 2. Dollars and reals, the Spanish coinage.

II.—CAUSES OF CHANGE AND ITS RESULTS.

COUNTRIES.	Causes of Change.	Inconvenience, if any, of Former System, and by what Classes felt.	Reasons for selecting the New System.
France 1. Ambassador. 2. M. Chevalier. 3. M. Delessert. 4. Commercial Agent. 5. M. St. Hilaire.	1. A wish for unity. It was part of a great system comprising weights and measures. 3. To simplify the system of monies, and perhaps through hatred of existing order of things. 5. The confusion in the provinces, and a desire for uniformity.	1. By all classes. 2, 3, 5. The inconvenience of a non-decimal system felt by merchants and employés of finance. 4. None.	A marked preference for a decimal system. The adoption of the unit was connected with the metrical system.
Italy 1. H.M. Minister at Turin. 2. Cattaneo, Intendent of the Mint. 3. M. Despine, Inspector of Weights and Measures, Turin.	The French introduced their system in 1793; this was suppressed in 1814, but the habits contracted during the French occupation, and the evident advantages of an uniform monetary system, were the causes of its re-establishment.	Great inconvenience was felt in returning to the system which existed before the French occupation.	The French occupation, and the constant intercourse with France had rendered the new monies familiar to the public, and induced the wish to assimilate the currency with that of France.

I.—Present and Former Monies, and their Values—*continued.*

Comparative Values.	Former Coins.	Date of Change.	Weights and Measures Decimal or No?	Intrinsic Value of Coins.
	Silver, 1·000 milreis 480, 240, 120, 100, 060, 050 reis. Copper, 020, 010, 005 reis. English gold current.	29th July 1854, but not yet carried out.	At present *not* decimal. French metrical system to be established in 1862.	Milreis = 1·6257 grammes fine gold. = 25·089 grains ditto. = 53·28 *d.* Silver coined as a token at the rate of 66·95 *d.* per oz. of English standard silver.
nco rubles 7 rubles.	Coins same as at present; but, to avoid agio, values changed.	1839.	Not decimal.	Ruble = 17·99 grammes fine silver. = 277·62 grains ditto. = 4 francs. Imperial = 10·30 rubles. = 12 grammes fine gold. = 185·18 grains fine gold. Ruble = 38·18 *d.*
hœnix= 100 achme.	Silver phœnix and 30-lepta piece. Turkish coins current.	1833.	Decimal by law, 1836, but not in use. Old Turkish system in use.	Drachme = 4·0293 grammes fine silver. = 62·18 grains ditto. = 0·8954 francs.
	A mixture of English, Spanish, French, and Portuguese coins.	1785. Issues of coin, 1795. The Continental Congress early in the Revolutionary War issued paper money of which the dollar was the unit.	*Not* decimal. Same as in England.	Dollar = 23·22 grains fine gold. = 49·32 *d.* Silver coined as a token at rate of 63·36 *d.* per oz. of English standard silver.

II.—CAUSES OF CHANGE AND ITS RESULTS.

Was the Change Compulsory and Immediate?	Has it been Effectual?	Was it Unpopular? If so, with Whom?	Is the Present a System more Convenient than the Former?
private persons the change s not obligatory. re were no penalties to force it till 1837. introduction of the new ns was very slow. old system continued in many years in the pro- ces—less so in Paris.	2. Sou is still used by small shopkeepers. 4. Everybody uses the new system; sou used instead of 5 cents. 5. In some parts of France, Brittany and Auvergne, the old system has been preserved.	8. Popular with all, save a few. 3. Yes; with lower classes at first, but not at present. 2, 4. No. 5. Yes; with ignorant classes.	1, 2, 4, 5. Far more convenient, especially in keeping accounts. 3. Yes; except in small transactions, for which a duodecimal system is preferred by many.
change was so far gra- al that the public had n accustomed to it from time of the French oc- pation. It was made mpulsory in 1827, and en- ced by fine of 50 francs.	The old system continued in use concurrently with the new many years. At present, with exception of the Noverese and Liguria, the new is generally adopted. At Genoa, lower classes and retail dealers use old denominations, and sometimes merchants' books are kept in double columns.	Unpopular with lower classes at the outset, but they are gradually becoming familiar with the new system. 2. It caused no popular disturbance, and was received generally with ease.	More convenient, both in large and small transactions. Sums are more easily divided, multiplied, or added up.

II.—Causes of Change and its Results—*continued.*

COUNTRIES.	Causes of Change.	Inconveniences, if any, of Former System, and by what Classes felt?	Reasons for selecting the New System.
Belgium 1. Minister at Brussels. 2. Through T. Baring, Esq., M.P. 3. Through Minister.	1. The French introduced their system during their occupation in 1803. In 1816, at the formation of the kingdom of Netherlands, the Dutch guilder was adopted for the whole country. At the separation of Belgium in 1830, the adoption of a monetary system was again the subject of consideration.	Before 1803 there were, at least, four different legal systems of account. The inconveniences were felt by all classes. The number of coins lead to confusion and complexity. Losses fell on working classes. There does not appear to have been any practical inconvenience in the system that was adopted in 1816 to 1830.	The first system was introduced l the French, for sake of unity. At the last change, in 1832, t French system was chosen, order to facilitate commerci relations with France, and order to return to the princi of unity which characterizes t French system.
Switzerland 1. Federal Council. 2. Messrs. Marcuard & Co., Berne. 3. M. Trumpler, Zurich. 4. Captain Pictet, Consul, Geneva.	1. The necessity of change, caused by the circulation of French and German coins at excessive values. The quantity of base bullion current. 2. The confusion of the different monetary systems of the Cantons. 3. The desire to have one kind of money, that of one of the neighbouring States.	1. The lower classes suffered from being compelled to accept these coins at more than their value. 2. Inconvenience in account-keeping of former system, and in paying and receiving.	1. A change being decided c Switzerland was thought t small a country for a separ system, and had to choose b tween French and German. H dealings with France were t largest, and Geneva had alrea adopted the German system.
Netherlands 1. Sir J. H. Turing, Bart., Consul at Rotterdam. 2. J. Annesley, Esq., Consul at Amsterdam.	1. A prevailing opinion that the decimal system would be beneficial for arithmetical purposes, &c. 2. The deterioration of the coin by unlawful practices (clipping), and the greater convenience of the decimal system.	1. Great confusion and inconvenience were experienced in having too many coins of different practical values; felt in paying and receiving, and also in account-keeping. 2. Chiefly by labouring classes.	The florin was retained as t unit, but was decimally divide the excellent working of t decimal system in France bei acknowledged, and the n mode of calculation having be familiar, by instruction at t public schools.
Greece H. M. Minister at Athens.	The phœnix was adopted at the separation of Greece from Turkey, by the President Capodistrias. When the government was settled, it was necessary again to fix on a monetary system.	No inconvenience was felt, as neither the phœnix nor the drachme have ever existed in quantities sufficient to meet the requirements of trade.	The phœnix did not contain t legal quantity of silver.
United States 1. T. R. Snowden, Esq., Director of Mint of U. S. 2. Edw. Everett, Esq.	1. The necessity and the constitutional duty imposed on Congress of establishing an uniform currency for the States at the separation of the States from the mother-country. 2. The uncertain valuation of foreign coins, which filled the channels of circulation, and the superior simplicity of the decimal notation.	1. The different value assigned to the old currency in the several States, which created inconvenience and confusion, and the complexity of a system which has an irregular ratio of multiplication and division. Felt by all classes in paying and receiving, and account-keeping. 2. All the inherent inconveniences of the pound sterling, and its subdivisions, with the additional complications of the various colonial currencies.	1. The people were familiar w the Spanish dollar. The d cimal division of it was the sult of an abstract preference a decimal system. 2. The dollar was not adopt from any preference of the d cimal system, for it was not divided. The decimal system was adopt from considerations of con nience and simplicity.

II.—Causes of Change and its Results—*continued.*

Was the Change Compulsory and Immediate?	Has it been Effectual?	Was it Unpopular? If so, with Whom?	Is the Present a System more Convenient than the Former?
ancient coins were gra-ally withdrawn from cir-lation. change was not obliga-ry for private transac-ns. a long time every one pt his accounts in the oneys he preferred, with-t inconvenience, the dif-rent moneys being valued law.	1, 3. The change has not yet been radical and complete. Small sums connected with country people's daily dealings are reckoned in guilders, stivers, or cents. Cent is used by them to designate two centimes. 2. People are still obliged to have tables of reduction of various moneys past and present.	None of the changes appear to have been unpopular. The country was already accustomed to the new system. There was no commotion.	1. Far more convenient than that anterior to 1800, as well in small as in large accounts. 2. The advantages of a decimal system need scarcely be pointed out. 3. An uniform system has been substituted for a multiplicity of coins.
h canton fixed a day for e change, and prohibited e use of the old system. old system continued to in use at cattle fairs and arkets till recently.	1. Yes; with the exception of lowest classes in the agricultural districts, where "batz" are still spoken of. The new system is exposed to this danger, that the silver coinage is being replaced by French gold, which is not "*en rapport*" with the metrical system.	1. There was, at first, an aversion on part of those cantons bordering on Germany to use the French system, but it has gone off, and people are well satisfied. 2. Popular, because it was well understood.	1. The uniformity throughout the cantons has rendered transactions far more easy, as is also the case with France. 2. The numerous subdivisions of the unit facilitate small transactions.
change in accounts was mpulsory and immediate, d enforced by law. e old system was entirely scontinued. e coins were changed gra-ally.	1. In popular language, among the lower classes only. The old denominations are still used, but rarely. 2. Most effectual.	1. The change was accomplished without unpopularity or uneasiness. 2. Rather unpopular with unlettered and old; but this feeling has been transitory. The Dutch are for the most part opposed to innovations.	Certainly more convenient both in large and small payments.
mediate and compulsory. e use of old or Turkish as under penalty of fine nd confiscation; but, not-ithstanding this, accounts ere kept for several years n piastres and paras.	Accounts are now universally kept in drachme and lepta, except in some of the border villages of Northern Greece. The copper coins only are in existence; no gold or silver.	The change was decidedly popular.	If the coins really existed it would be very convenient; as it is, there is inconvenience, for the copper coinage only exists, and every denomination of foreign coin circulates at values fixed by law.
mpulsory and immediate r all federal courts and ffices. The law did not perate in respective State overnments. These came o the aid of the Federal overnment by special le-islation, but at intervals arying from two to 20 ears, and consequently the anishment of the old pound nit was but slowly effected, It was compulsory on pub-ic officers, but on no others.	1. Effectual, as to abandonment of £ sterling, and use of dollars and cents, but not as to use of mills. Fractions of cents are expressed binarily. The old Spanish silver coinage of $\frac{1}{4}$, $\frac{1}{8}$, $\frac{1}{16}$ of a dollar, expressing 25, 12½, 6¼ cents, still circulate, and are used in market transactions. 2. It was gradually adopted by the people, but one occasionally hears the old denominations, because we retain the coins $\frac{1}{4}$, $\frac{1}{8}$, $\frac{1}{16}$ of a dollar. Shopkeepers more readily say 2*s.* 6*d.* than 37½ cents.	1. The change was popular with all classes, but, notwithstanding, the habits of the people were very slowly supplanted, although the advantages of the new system were unanimously conceded. 2. The simplicity and beauty of the decimal system were immediately felt by all. The change not being compulsory, could have aggrieved no one.	1. Far more convenient. The unit is sufficiently large to be represented in a gold coin, and its hundredth part is small enough to represent the least price at which it is desired to sell by retail. 2. There is some trifling inconvenience in the concurrent popular use of the binary divisions of the dollar, but these are instantly converted into cents in the mind of buyer and seller.

The following TABLE shows the CURRENT COINS of different COUNTRIES, which correspond the nearest
(being the Equivalent Value of the

COUNTRY.	GOLD. Coins nearly equal to the Sovereign or Napoleon. Coins.	Weight.	Fineness.	Value.
		Grammes.		*Franc*
France Belgium Italy Switzerland	Napoleon 20 Francs. 5 Francs. 25	6·451 1·612 8·062	·900 ·900	20 5 25
Austria	- - - -	- -	—	—
Lombardy (Venice)	Doppia - - - -	6·320	·908	19·7
Bavaria	Carolin - - - -	9·744	·771	25·6
Great Britain	Sovereign - - - -	7·989	·917	25·2
Denmark	Frederic (1848) - - -	6·60	·896	25·8
Spain	Doubloon (100 reals) - -	8·336	·900	25·8
Baden	10 Florins - - - -	6·878	·902	21·3
Brunswick	- - - -	- -	—	—
Frankfort	- - - -	- -	—	—
Hamburg	- - -	- -	—	—
Hesse Cassel	Pistole - - - - -	6·650	·900	20·5
Hesse Darmstadt	Double Pistole - - -	6·700	·900	20·7
Nassau	- - - -	- -	—	—
German Confederation	- - - -	- -	—	—
Greece	20 Drachmes - - -	5·760	·900	17·8
Hanover	- - - -	- -	—	—
Holland	10 Florins - - - -	6·729	·900	20·8
Portugal	Half-Couronne (5,000 reals) -	8·867	·917	28·
Prussia	Frederic - - - -	6·682	·903	20·7
Rome	Pistole - - - - -	5·471	·917	17·2
Russia	Half-Imperial - - -	6·545	·916	20·6
Saxony	5 Thalers - - - -	6·670	·900	20·7
Sweden	- - - -	- -	—	—
Norway	- - - -	- -	—	—
Turkey	100 Piastres - - - -	7·191	·916	22·6
Wurtemberg	- - - -	- -	—	—
Egypt	New Double Sequin - -	8·600	·875	25·6
United States of America	5 Dollars - - - -	8·358	·900	25·9
Mexico	- - - -	- -	—	—
Guatemala	- - - -	- -	—	—
New Grenada	- - - -	- -	—	—
Equador	- - - -	- -	—	—
Chili	- - - -	- -	—	—
Peru	- - - -	- -	—	—
Bolivia	- - - -	- -	—	—
Uruguay	- - - -	- -	—	—
Brazil	10,000 Reis - - - -	8·963	·917	28·3
India (British)	2 Pagodas - - - -	5·832	·917	18·4

ne or other of the preceding Units, the Weight being expressed in Grammes, and the Value in Francs re Metal contained therein.)

SILVER.

Dollar.				Florin.				Franc.			
Coins.	Weight.	Fineness.	Value.	Coins.	Weight.	Fineness.	Value.	Coins.	Weight.	Fineness.	Value.
	Grammes.		*Francs.*		*Grammes.*		*Francs.*		*Grammes.*		*Fr.*
Francs.	25	·900	5·	2·50 Francs.	12·50	·900	2·50	Franc - -	5·	·900	1·
onvention Thaler -	28·074	·833	5·19	Florin - -	14·032	·833	2·60	20 Kreutzers -	4.33	·900	0·86
vres - -	25·986	·900	5·20	3 Livres -	12·993	·900	2·60	Lira - -	4·331	·900	0·86
onvention Thaler -	28·064	·833	5·19	Florin - -	10·606	·900	2·12	—	—	—	—
vn - -	28·251	·925	5·81	Ditto - -	11·300	·925	2·32	Shilling -	5·650	·925	1·16
thaler -	26·800	·833	4·96	—	—	—	—	—	—	—	—
ar - -	26·290	·900	5·25	Half-dollar -	13·145	·900	2·63	Peseta - -	5·258	·900	1·05
ılden - -	21·212	·900	4·24	—	—	—	—	—	—	—	—
thaler -	28·064	·833	5·19	—	—	—	—	—	—	—	—
- -	—	—	—	Gulden or Florin -	10·606	·900	2·12	—	—	—	—
thaler -	29·233	·889	5·78	—	—	—	—	—	—	—	—
er - -	18·560	·900	3·71	Gulden or Florin -	10·606	·900	2·12	—	—	—	—
orins - -	21·212	·900	4·24	Ditto - -	10·606	·900	2·12	—	—	—	—
- -	—	—	—	Ditto - -	10·606	·900	2·12	—	—	—	—
aler - -	37·120	·900	7·42	—	—	—	—	—	—	—	—
achmes -	22·385	·900	4·48	- - -	—	—	—	1 Drachme -	4·476	·900	0·90
thaler -	29·213	·878	5·70	—	—	—	—	—	—	—	—
ulden -	25·	·945	5·26	Florin - -	10·766	·898	2·14	—	—	—	—
- -	—	—	—	5 Testons -	12·500	·917	2·55	2 Testons -	5·	·917	1·02
thaler -	22·271	·750	3·71	—	—	—	—	—	—	—	—
o - -	26·835	·900	5·36	Half-scudo -	13·416	·900	2·65	⅕ Scudo (20) Baiocchi -	5·360	·900	1·05
ole - -	20·724	·878	4·00	Half-rouble -	10·362	·878	2·00	—	—	—	—
er - -	22,271	·750	3·71	—	—	—	—	—	—	—	—
thaler -	33·925	·750	5·66	—	—	—	—	—	—	—	—
ie - -	28·949	·875	5·63	- - -	—	—	—	Marc (½ Specie)	5·790	·875	1·12
iastres -	24·068	·830	4·45	10 Piastres -	12·034	·830	2·22	5 Piastres -	6·017	·830	1·11
haler -	28·064	·833	5·19	—	—	—	—	—	—	—	—
Piastre -	24·	·830	4·40	—	—	—	—	—	—	—	—
ar - -	26·729	·900	5·34	Half-dollar -	13·364	·900	2·67	¼ Dollar -	6·682	·900	1·33
re - -	27·	·903	5·41	—	—	—	—	—	—	—	—
tto - -	27·	·903	5·41	—	—	—	—	—	—	—	—
tto - -	25·	·900	5·	50 Cents -	12·500	·900	2·50	20 Cents -	5·	·900	1·
tto - -	25·	·900	5·	—	—	—	—	—	—	—	—
tto - -	25·	·900	5·	—	—	—	—	—	—	—	—
tto - -	27·	·903	5·41	—	—	—	—	—	—	—	—
tto - -	27·	·903	5·41	—	—	—	—	—	—	—	—
duro -	27·	·875	5·25	—	—	—	—	—	—	—	—
0 keis -	25·495	·917	5·19	1,000 Reis -	12·747	·917	2·60	500 Reis -	6·373	·917	1·30
- -	—	—	—	Rupee - -	11·614	·917	2·37	Half-rupee -	5·832	·917	1·18

On the other hand, to raise $1\frac{1}{4}$ Napoleon in gold to the exact weight of the English sovereign, $5{\cdot}807 \times 1\frac{1}{4} = 7{\cdot}258$, would require an addition of 64 milligrammes of pure gold to the weight.

Admitting that, to suit the customs or convenience of different nations, more than one unit of money is desirable, we may yet agree to restrict them to a very small number, and that these should be convertible, by a simple calculation, from one into the other. Thus, the franc, the florin, the dollar, and the £ sterling might be allowed as units, the coins to be in all cases nine-tenths fine, and decimally subdivided, and the weight of pure metal to be the equivalent weights in the metric system. By multiplication or division by a single figure, and the proper placing of the decimal point, values to any amount in one of these monetary systems might then be reduced to the equivalent values in any other of them, as shown in the following comparison:—

Coins.	Weight.	Weight of Pure Metal.	Equivalent Value.			
			£. 1 sterling.	1 Dollar.	1 Florin.	1 Franc.
			Multiplied by			
	Grammes.	*Grammes.*				
Franc - -	5·	4·5	·04	·2	·4	—
Florin - -	12·5	11·25	·1	·5	- -	$\frac{10}{4}$
Dollar - -	25·	22·5	·2	- -	2·	5·
£ sterling	(in gold, to be adjusted.)	- -	- - -	5·	10·	$\frac{200}{4}$

By this means the various countries would have such a choice of a money unit as might be found most convenient for general use, or the habits of the people, and yet the greatest facility would be given in commercial calculations, and in providing a system of coins interchangeable in different countries.

We have good authority for supposing that the English sovereign, now so extensively used as money of account, is likely to be greatly displaced by a coin which has always been popular. The dollar, so much used in Eastern commerce, is about to be coined in the mint of Hong Kong, and will, it is reasonable to suppose, be the principal current coin, as well as money of account, in the extensive trade with China. No doubt it will thence be largely used in the Indian commerce, so closely connected with that of China. To what extent it may eventually displace the English £ sterling, especially if an equivalent gold coin be introduced into this country, it is difficult to say; but from the numerous countries in which the dollar, or a coin nearly equal to the five-franc piece of France, has been the leading coin, it is likely to assume a very important position. It therefore becomes of the utmost consequence to inquire if this new coin and others bearing the same name and equivalent value, could not be in all cases made of the same weight in silver as the five-franc piece of France, viz., 25 grammes or nine-tenths fine and one-tenth alloy. (*See* Table, pages 26 and 27.)

The selection of the unit, and the best means of introducing the new proposed coins, and making them current for their equivalent values in different countries, together with the very important questions whether gold or silver should be the standard, and the relative value of the precious metals silver and gold, could only be settled by agreement in a convention of delegates, such as masters of the mint or other parties skilled in these subjects, who should be appointed by the various Governments to discuss and decide on the points in debate.

Some influential attempts have already been made to bring about the desired uniformity between two or more countries, but not on the enlarged scale which the subject requires, nor with the authority to which the different Governments would be disposed to submit. In 1857 the monetary convention was made between the German States of the Zollverein, when they decided upon fixing the exact value of the Prussian, Rhenish, and Austrian coinage, and in coining the Verein thaler to have the same currency as the national coins of each State. In 1858, the Senate and House of Representatives of the United States of America passed a resolution desiring the Secretary of the Treasury to appoint some Commissioner to confer with the proper functionaries in Great Britain, in relation to some plan or plans of so mutually arranging on the decimal basis the coinage of the two countries as that the respective units shall be thereafter easily and exactly commensurable, and Professor Alexander was appointed for that purpose. The United Kingdom is on the eve of changing or considerably reforming the entire system of weights, measures, and coins, and any change made by the Home Government would necessitate a corresponding change in all her vast colonies and dependencies. The greater part of Europe has already a common system, and Russia and the Northern Scandinavian powers have manifested their entire willingness to co-operate with other countries.

In

In conclusion, as far as regards money, we beg to submit the following propositions for discussion or adoption by the Congress:

1. That the Congress recommends that the existing units of money be reduced to a small number, that each unit should be decimally subdivided, and that the coins in use should all be expressed in weights of the metric system, and should all be of the same degree of fineness, namely, $\frac{9}{10}$ths fine and $\frac{1}{10}$ alloy, and should be current by law, and interchangeable in all the countries agreeing to this proposition.

2. That from their extensive use in commerce and in monetary transactions, the £ sterling, the dollar, the florin, and the franc seem the units the most desirable to be recommended for universal adoption, each country not possessing one of these in actual use, selecting the one most convenient for its own use.

3. That in regard to the silver standard, the dollar be made equal to 5 francs, and the florin to $2\frac{1}{2}$ francs, and the franc as at present being 5 grams in weight, and containing 4·5 grams of pure silver.

4. That the different Governments be invited to send to a Special Congress delegates authorised to consider and report what should be, in the metric system, the relative weights of the gold and the silver coins, and to arrange the details by which the monetary system of different countries may be fixed, and the coins made current and interchangeable according to the terms of the preceding propositions.

The subjects discussed in this report may not seem to bear a strictly statistical character; but they are so intimately involved in the study of international statistics that at the preceding Congresses they have successively assumed a more important place in the programme. Some of the most prominent objects of international statistics are to ascertain the causes of the progress of nations; to elicit what tends to the improvement of their social and material condition, and to show the effect of removing restrictions upon commerce and national intercourse, by which the industry of every people may be utilised for the benefit of all. One of the most efficient means to arrive at these happy results must be the obtaining, as nearly as possible, uniformity in those elements of exchange, weight, measure and value which, under the multifarious and cumbersome systems in use, cause a vast amount of unnecessary labour and expense, and present constant impediments to commercial progress. If the enlightened men assembled from all parts of the world at this Congress succeed, either by force of their united opinion, or by their individual influence at home, in simplifying or reducing to a few the numerous existing systems, they will not only give a great impetus to the study of comparative statistics, but will greatly promote that commercial and social intercourse which is the true interest of nations, and the most effectual bond of order, harmony, and peace.

REPORT of Proceedings at the Sitting of VI. Section of the International Statistical Congresses, 10 September 1863.

The sitting was opened at 9.15 A.M. by the President, Acting Law Councillor Jordan.

After the list of members had been read out and verified, the President proposed, "That the proceedings on the subject of a uniform system of coinage be completely separate from those on the subject of weights and measures, and that the first-mentioned subject be taken into consideration on the following day." This motion was carried *nem. con.* The debate accordingly began on the resolutions proposed to the Congress by the Preparatory Commission, and by the International Commission. The President of the Normal Gauging Commission, Privy Councillor of State, Brix, directed attention to the fact that the information given on p. 137 of the Report addressed to the Preparatory Commission was imperfect, inasmuch as it stated that in the Federal Commission of Practical Men, Prussia was omitted; whereas this State was just the first, at the beginning of the year 1850, to bring the projects in question to the notice of the Federal Council, through the Minister of State, Von der Heydt. The chief Government surveyor, Lasius, of Oldenburg, spoke, in order to refute several objections made by Professor Dr. Wappaus, of Göttingen, to the metrical system, in his book circulated among the members of the section, entitled "Pro Memoria." In connexion with this, Mr. Lasius gave information respecting the deliberations of the Federal Reporting Commission, which he had himself heard; and after enumerating the different measures existing in Germany, and mentioning the uniformity of measure adopted in Switzerland, he weighed the claims of the meter as compared with the English foot. The latter had, on account of its pretended wide-spread diffusion, been recommended in several quarters; but slight value, however, should be attached to this circumstance, seeing that in England itself there were manifestations of a movement in favour of the metrical system which were ever growing stronger, which was shown, among others, by the Draft Report which was to-day distributed among the members.

Mr. *Lasius* did not, either, attribute any radical importance to the objections which were made to the metrical system from astronomical and nautical points of view.

Professor *Dove* entered more fully into the propositions of the Preparatory Commission. The acknowledged merits of the metrical systems, especially its decimal division, and the simple relation between division of weight, space, and length, were open to grave scientific scruples, inasmuch as the unit of measure was not a correct one, while the adoption of the kilogramme was based on a pre-supposition, which it could be shown was an impossible one. Should the metrical system be introduced, it would imply the edoption of the meter as the unit, and the inadmissibility of a part of the meter being substituted. Mr. Dove proposed that the meter should be subdivided, but that its multiplication should be rejected; and he especially insisted, that in the eventual introduction of the metric system, it was of importance that the standard meters should be made to answer to the present state of science, and that care should be taken to ensure the greatest possible multiplication of it.

Mr. *Kierulf*, chief of a section of Christiania, spoke next, in order to make the meeting acquainted with the results of the movement in favour of the metric system, which had made way in the three Scandinavian kingdoms. In this respect, the resolutions passed in the meeting of "Scandinavian National Economists," in May 1863, were of importance, since they proceeded from men who belonged preponderatingly to practical life. The question had been also scientifically discussed at the meeting of naturalists in Stockholm, also, in this current year; and this meeting also expressed itself in favour of it. He remarked that the introduction of the metrical system into Sweden and Norway may be regarded as certain, directly other countries, and especially England, take the initiative.

Professor Dr. *Berg*, of Stockholm, entered more fully into the routine which the meeting of naturalists in Stockholm had observed in considering the subject under inquiry.

Ministerial Director *Delbruck* said, respecting the introduction of the metric system into Prussia, that from the beginning no doubt had existed in Germany, that if a new system of measure were to be introduced, it would not be any German system, but either the French or English. An inquiry instituted by the Prussian Government into this question showed that in all circles a rare unity of agreement prevailed in favour of the metric system. The reports of the Governments, of the trade corporations, and chambers of commerce, of scientific institutes, of academies of science, recognised the necessity of the institution of a uniform system of measure, and wished to see that accomplished by the introduction of the metric system. If the Prussian Government have not yet decided, it is nevertheless hardly doubtful, under these circumstances, what their definitive decision will be.

M. *Weninger*, from Pesth, remarked, that the results of the Federal Commission's proceedings had been applauded in Hungary, and did not doubt that the system would soon naturalize itself in his country, if introduced as intended for Austria.

Dr. *Leone Levi* said that it might be useful to the section that he should communicate how this question first presented itself in the United Kingdom. The necessity of uniformity in weights and measures was felt there to exist for purposes of commerce, since the many weights and measures in use produced much ignorance, and greatly encumbered commercial transactions, whilst such inconvenience was more increased from the differences existing in the weights and measures of different countries with which Britain carries on her trading. It being evident, moreover, that a simpler system than that in force would be of incalculable benefit to education, a comprehensive inquiry was instituted into the systems in use in different countries; and having found the metric system was already in existence in the majority of European states, and that it is by far the most homogeneous and complete ever established, it became evident that nothing better could be done than proposing that system for general adoption. This was the conclusion arrived at by a large number of men of science and men of business, many of whom formed themselves into a branch of the International Decimal Association. Subsequently a Committee of the House of Commons appointed on the subject came to the same resolution; and the House of Commons itself assented to it, by passing, by 110 to 75, the principle of Mr. Ewart's Bill on Metric Weights and Measures. It was therefore with great pleasure that those interested in the subject found that the programme prepared by the Commission agreed entirely with their views. And they were sure that if there was unanimity in this Congress on this subject, a considerable stride would be made in the final arrangement of this question. Dr. Levi remarked, that the result of the deliberation of the Congress would be seriously canvassed by the Governments of Europe and America. When the question was discussed in the British House of Commons, the President of the Board of Trade said that it was better to wait for the final decision, till we heard what the International Statistical Congress recommends. It became therefore this section to feel the responsibility of what they were doing, seeing what influence they might exert on the Governments of the world. But in what spirit should they enter into the question? England had felt the necessity of uniting closer and closer with the other members of the European family. She had removed her customs barriers as far as possible. She had abolished her navigation laws, and she was prepared to do all that can yet be done to realize a greater unity between the nations of the earth. Well, let the same mind direct the deliberations of this section of the Congress. Let them enter into this question in a broad and liberal spirit. Let them lay aside local and national prejudices. Let them have in view what is good and advantageous to society at large. In looking over the programme

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of this section, it appeared that it entered into several difficulties connected with the metric system. Some of these should beyond question be remedied. But it would be useless to attempt to remeasure the earth, or to make any essential alteration in the system itself. The International Commission, therefore, approved of the first resolution proposed in the programme; and as for the second, they would only propose some verbal alteration, by reading it as follows:—"The arrangements and rules to be followed in the construction of the standards, and in the introduction of the system, should be confided to an International Commission, which shall also be charged with the duty of ascertaining the means of correcting the slight defects in the original standards." But another question well worthy of the attention of the Congress was, whether the countries which adopt the metric system should render it compulsory after a limited time, or whether they should leave the use of it optional only. Dr. Levi thought it extremely desirable, for the success of the measure, that they should fix a limit, after which it shall become compulsory. Most men, most of the leading merchants, are too apt to avoid all trouble which is not absolutely necessary; and he imagined that so long as it is purely optional, the people would not incur the trouble and expense necessary to give effect to the measure, and for this reason the International Commission proposed this other resolution, "That it is desirable that the introduction of the metric system into any country which accepts it should be made compulsory in the shortest practicable period." But more than this, something must be done to give practical effect to a reform of this nature. They must not content themselves with registering another Act in the Statute Book. They must establish departments which shall watch over the execution of the measure. This is what several Governments have done, and as they tell us, as we have heard yesterday from the Marquis D'Avila, that such departments have been most useful, it would be better to express it by a general resolution, and hence the Commission proposed one to the following effect:—"That each Government should institute a Department of Weights and Measures, to superintend the introduction of the metric system, and to carry out its details, or devolve the duty on some one of the existing Departments." The need of such a Department has been experienced in Great Britain. There the inspectors are nominated by the municipalities; but they make no report to any central department, and the consequence is, there is no knowledge whether the law on weights and measures is really carried out or not. Dr. Levi congratulated the section on having enrolled among its members many most distinguished men of science from a good number of countries, and on its meeting in a city eminently scientific, and where science is cultivated with ardour and pleasure. This section somewhat departed from the field of statistical inquiries, and entered into the discussion of measures likely to be productive of the greatest good. Let them hope that their efforts may be crowned with success, and that their proceedings may pave the way for other beneficent measures towards the progress and advancement of the human family.

M. *Visschers*, of Brussels, was charged by the London Congress to closely investigate and to represent the difficulties which the introduction of the metric system in Belgium had involved. His report on this subject was now ready, and as M. Visschers, in order not to take up the time of the section, referred to his work, it was unanimously resolved to print the report of M. Visschers.

M. *Carvalho*, from Lisbon, reported on the state of affairs in Portugal; there, indeed, many difficulties and incompatibilities at first presented themselves on the introduction of the new system of weights, especially inasmuch as the prices of provisions did not speedily and equally accommodate themselves to the altered weights; nevertheless this may be considered to have arranged itself after the 10 years' existence of the metric system, and there was now an equally lively recognition of the excellence of the new arrangements throughout all classes of the Portuguese people.

M. *Lasius* moved, that in the first proposition of the Commission, before the words "the metrical," "the entire meter" should be inserted. A further motion of the same speaker was put, but afterwards withdrawn, and was not again taken up by anyone else.

Professor *Dove* moved the following addition to the first proposition of the Commission: "It seems particularly desirable that, in preparing copies of the standard of weight, measure and length, a definite temperature should be fixed, which, being higher than the legal one, would make the identity of the copies easier to achieve."

Mr. *Samuel Brown*, of London, said, that at each of the preceding Statistical Congresses an advance had been made towards obtaining uniformity in the weights and measures of all countries. There could be no doubt that for the progress of statistical science there was no subject more worthy of their serious consideration, and nothing could tend more to facilitate the comparison of the statistics of all countries, than the universal adoption of the metric system of weights and measures. No other system had been named which had met with anything like the degree of success and support which the metric system had received wherever it had been proposed, and there was no stronger argument in its favour than its rapid extension in all the commercial countries of Europe. At the first Statistical Congress in Brussels, a resolution was adopted, that in all countries not using the system, a column should be added in all statistical tables, giving the equivalents of quantities and weights in terms of the metric system. At the Congress at Paris, in 1855, they had the advantage of meeting at a time when the Universal Exhibition had brought together the scientific and commercial men of all nations. The jurors and others interested in ascertaining the relative values and comparative merits of these wonderful results of the world's industry were as in the first Great Exhibition in London, put to the greatest labour and difficulty in coming to

their decisions, for want of a uniform system of weights and measures. In the Statistical Congress of Paris, therefore, another step was taken in advance, and a resolution was passed not only recommending the reduction of statistical tables to this system, but the actual adoption of the system itself in every country not yet enjoying its advantages. At the close of that Congress a great meeting was held, presided over by Baron James de Rothschild, whose eloquent and powerful speech produced the greatest effect; and an International Association was formed with branches in several countries of Europe, which has since been indefatigable in advancing this question, and making it popularly known. At Vienna the subject again drew attention, and M. Visschers proposed a resolution thereon. But in the last Statistical Congress in London a still greater advance was made. The adoption of some common system of weights, measures, and coins was debated for two days in the sixth section, in which, with some variations from the original programme, unanimous resolutions were adopted. These affirmed the use of the columns in statistical tables, as suggested at Brussels, as an intermediate step, but went further, and urged the foreign delegates to press on their respective Governments that every change made should have in view the bringing of the metrical system into general use. It was also agreed to urge every Government to institute an inquiry into the defects or incongruities of their existing systems, and that an International Commission should be appointed, to make a report on the results of these inquiries to the present Congress. This Commission comprised, as will be seen, the names of some of the most eminent public men in every country of Europe, most of them members of this Congress. The Report prepared by the secretaries of the Commission has been fully discussed during the last two or three days, and is now fully agreed to, together with resolutions founded thereon to be submitted to the general meeting. The resolutions advocate the entire adoption of the metric system of weights and measures, since, from the many advantages which it possesses, both for scientific calculations and practical uses, it could not but be considered as a decided boon to science, commerce, and civilization. The question of uniformity in coins has always led to more discussion and difference of opinion, but, after a long debate, the International Commission has arrived at several important resolutions, affirming, if not the adoption of a single unit, yet that at least the number of units might be greatly reduced, that they might all be decimally divided, and that they might be of the same degree of fineness. Mr. Brown was proceeding to explain the units to be selected, and the mode proposed for facilitating their becoming everywhere interchangeable, when—

The *President* remarked, that the question before the section was only that of weights and measures, and that that of money had better be deferred till the next day.

Mr. *Brown* would bow to the decision of the President, and reserve his further remarks. He would merely conclude by expressing his sincere opinion that at every meeting of a statistical, scientific, or commercial character, the adoption of the metrical system was making progress; that no other system had the least chance against it; that its simplicity, its decimal character, the facility it gave for scientific computations, and for every transaction in commerce or internal trade, great or small, would make its universal adoption a benefit to the world, and tend more than any other system to increase knowledge, and to promote peace and commerce amongst all nations.

The Marquis *D'Avila*, of Lisbon, designated the adoption of the metric system in the custom-houses as an important expedient for making the people accustomed to it. The rapid advance which the system has made in Portugal must be principally ascribed to this circumstance, as the new Portuguese tariff has been framed in accordance with the metric system.

M *Quetelet*, of Brussels, addressed himself to the technical part of the subject, and directed the attention of those present to the importance of preserving the same temperature in making the standard meters. He supported Professor Dove's motion on account of the experience he had been able to acquire at a conference of practical men at Paris.

Professor *Bergius*, of Breslau, proposed that if the metric system took root, the new system should have new terms, and that they should not incur the risk of producing mystification, by putting such prefixes as "new," &c. before the old terms hitherto in use for weights and measures. The President hereupon closed the debate by explaining the method which he proposed to follow in taking the votes; he said that he intended first to take into consideration the first proposition of the Provisional Commission, which had also been adopted by the International Association, and then to put Mr. Lasius's amendment to the vote. That votes should then be taken on the II. proposition of the Provisional Commission, and in case this were rejected, on the II. proposition of the plan proposed by the International Commission.

The section declared itself satisfied with this plan for voting.

Proposition I. was unanimously agreed to.

The amendment of Mr. Lasius rejected.

Proposition II. of the Provisional Commission was carried by 36 against 5 votes, with the reservation of some alterations in the wording of the French text.

The amendment of Professor Dove rejected.

It was announced that a debate would take place on Friday, at 11, under the auspices of the International Commission.

REPORT of Proceedings at the Sitting of VI. Section of the International Statistical Congress, 11 September 1863.

The sitting was opened at 9.30.

The Report of Proceedings on 10th September was read, and accepted.

The Government Inspector *Lasius*, of Oldenburg, remarked, that he not only yesterday withdrew the second part of his amendment, as given in the report, but, since Professor Dove had appended a resolution going more into details to Proposition II., he wished to refer both to a Commission to be appointed for the purpose of considering the details.

The debate was opened, and the III., IV. propositions of the International Commission were adopted, the last unanimously, without discussion.

Mr. *Heywood*, of London, moved, that "In all cases where the Government of a country consents to the introduction of the metric system of weights and measures as a permissive arrangement, it be recommended that the metric system should be introduced into the business of custom-houses, and that the inspectors of schools should be requested to encourage the study of the system in the schools subject to their inspection."

This resolution was suggested to be appended to the four propositions proposed by the Commission of the International Congress, and accepted by the section.

After the mover of this proposition said a few words,—

The amendment of Mr. Heywood was adopted by a majority as Proposition V.

No further motions in respect to weights and measures lying before the section, his Excellency Baron Von der Heydt, Minister, proposed to appoint the reporter for weights and measures to the General Congress.

Professor *Dove*, who was proposed, was unanimously chosen reporter in German, and signified his consent.

Mr. Visschers, of Brussels, was appointed reporter in French, and he also consented.

The President said that, with respect to the subject of coinage, the propositions of the International Commission were the only ones before them, and he opened the debate on these propositions, arranged in four motions.

Secretary-General *Dieletz* spoke with reference to Proposition I., directing the attention of the meeting to the fact that the text of the propositions, arranged side by side in the three languages, did not correspond; for that while the German and English text certainly conveyed the same meaning, the final clause was wholly wanting in the French text. He moved the revision of the three versions, and proposed that this should be effected by striking out the concluding paragraphs in the German and English text.

Messrs. *Lasius* and *Borggrave*, who had respectively effected the translation of the English into German and French, explained that the error in question arose from an oversight, and that the French version should be corrected as soon as the meeting passed the resolution.

Professor *Bergius*, of Breslau, concluded from the resolutions laid before them, that it would lead to the compulsory introduction of foreign coins. This was on many accounts unadvisable; and it was not probable that the system of coinage would be settled by such a family of nations; wherefore, he declares himself opposed to all four propositions.

The Marquis *D'Avila*, of Lisbon, doubted the possibility of establishing any unity in the systems of coinage, so long at least as the proportion of alloy in British, Brazilian Portuguese, Spanish, &c. coinages is $\frac{1}{12}$ and $\frac{1}{12}$.

This point is of the highest importance to the present question, and certainly was an obstacle to the carrying out of the resolutions. He put the question to the English present, what Great Britain meant to do with reference to furthering the promulgation of universal laws of coinage?

Dr. *Leone Levi* said that, before coming to congress, he had the honour of an interview with the Master of the Mint in England, Dr. Graham; and he was authorised to state that very shortly there would be a new silver coinage issued in England, and the existing coinage recalled. The new coinage would have an alloy of 1 in 10. It was also the opinion of the Master of the Mint, who is a most scientific man, that we ought to have the same alloy in our gold coinage. The only difficulty would be the recall of the gold coinage at present in circulation. For all practical purposes, Dr. Graham approved of an alloy 1 in 10. It would make the sovereign a little redder, which might excite a little prejudice for a time, and perhaps some practical inconvenience from the fact of having gold coins of two alloys at the same time in circulation. But Dr. Graham thought there was no insuperable difficulty. Whilst, therefore, as regards gold, this change is quite possible; as regards silver it is nearly certain. The new coinage would have an alloy of 1 in 10, whereas the present silver coinage is $\frac{3}{40}$ fine, that is, ·925 in the 1,000.

M. *Von Koulomzine*, of St. Petersburg, wanted to insert the rouble among the sorts of coins mentioned in Proposition 2, because of its wide-spread use, and because its simple relations to the franc (1 rouble = 4 francs) specially recommends it.

The Marquis *D'Avila* wanted the French text to agree with the others; and that it should be stated $\frac{9}{10}$ fine in silver and gold.

The Secretary-General *Dieletz* moved that the expression "d'argent" be left out in Proposition I., and that "they" should be generally inserted.

Mr. *Brown* directed the attention of the meeting to the proceedings of the London Congress.

The Director of the Mint, Mr. *Kleppel*, moved that the first two propositions be rejected as impracticable, only No. 4 having any prospect of success. The speaker based his reasons on the fact that the matter before them had not as yet been taken into consideration by any commission of practical men, and it was desirable that it should first of all be entrusted to the preliminary working up by such a commission, composed of delegates from different countries, and then only can the affair be regarded as having received proper preliminary working. He advised, therefore, that only No. 4 should stand for debate. For the rest, he would vindicate the right of the thaler to a place in No. 2, as he missed it in the list of the most current coins, although it reigned over an extensive territory in the north of Europe. As regarded the other propositions, it was inadmissible to determine once for all the relative value of different coinages, since it was well known that the mints were very different and variable, and all did not mint out with the same accuracy as the Prussian, in in which it appeared by official reports that of 40,000,000 coined thalers only 35 were found too heavy. Also, alterations in coinage were shown by experience to be extremely costly; and here was another reason for warning them against adopting the resolutions.

Dr. *Farr*, of London, stated that in England the alteration of the amount of gold in the sovereign was not contemplated.

Mr. *Sischepken*, of St. Petersburg, also justified the motion to admit the rouble among the sorts of coins enumerated in No. 2.

The Government Surveyor-in-Chief, Mr. *Lasius*, of Oldenburg, recognised the chief difficulty of the question before them in the different standards, gold and silver. If possible, the arrangements should be carried out as proposed in No. 3; but this was not possible on account of the dollar. An easy relation of value existed between the rouble and the franc; but it was otherwise with the thaler, which did not fit into the scale, since it was only worth *frcs.* 3·75. Nothing would remain, therefore, to do but to make the thaler equal to the rouble.

Professor *Bergius*, of Breslau, would have the discussion restricted to No. 1 of the programme, and proposed that the final clause of this number should be struck out on account of the reasons already advanced, since it was inadmissible to make all coins legal tender in all lands. As regarded the other contents of this number, the speaker would not hear of its being carried out in the smaller coins; the groschen and the schelling, which are duodecimally divided, would not readily be given up. Also, the fineness of $\frac{9}{10}$ was not practicable in the small coins. He therefore proposed an alteration in the proposition in question, that, instead of "sorts of coins," for the sake of England, "gold coins" should be inserted, and that the Congress should determine to issue all gold coins $\frac{9}{10}$ fine gold and $\frac{1}{10}$ alloy. The section did not accord to this proposition any deep importance.

Dr. *Leone Levi*.—It is important that we should have a full appreciation of the points involved in this resolution. It contains five distinct propositions:—

1. That the existing units be reduced to a small number. There are at present a large number of units in Europe and America. This involves an immense amount of trouble, inconvenience, and complication. The proposition does not propose one unit only, because, though that is desirable, it may be difficult to bring it about. It only recommends a smaller number instead of having so many; to have only four or five units, so many in fact as shall be found absolutely necessary, and no more. We think that all nations should range themselves as near as possible under the dollar, the florin, the sovereign, and the franc, as the coins most current throughout the world.

2. The second point is the decimal subdivision. At present, in England, the pound sterling is divided duodecimally. In other countries there is a decimal subdivision. All the arguments applicable to the decimal subdivision of weights and measures apply with equal force to the decimal subdivision of the coinage. The decimal subdivision of weights and measures involves the decimal subdivision of monies.

3. The third point was, that whatever coins the different countries may adopt, they shall have a certain distinct relation to the metric system, as, for instance, is the case with the franc (which contains a certain quantity of metal, 5 grammes $\frac{1}{10}$ alloyed), which is the unit of the silver coinage of France. We propose that every system shall have a direct analogy and relation to the metric system. This is important, in order to make the whole system uniform and homogeneous.

4. The fourth point recommends the adoption of the same fineness, that is to say, the same amount of alloy. By this we mean that there shall not be 1 in 12 in one country and 1 in 10 in another; or 1 in 10 in gold and 1 in 12 in silver. We propose that the alloy in all countries, and in all coins, silver as well as gold, shall be 1 to 10.

5. The

5. The last point is, that the coinage shall be interchangeable; for this purpose legislation will be necessary; for example, the gold sovereign coined in Victoria (Australia), ought to be interchangeable in England with the pound sterling; but Dr. Farr has told us it is not, nor will it be without the aid of legislation, and this resolution recommends the passing of laws to that effect. Coins similar in size, weight, and standard will be readily interchangeable. These are the propositions, 15 in number, involved in this very valuable resolution, and if you agree to it, it will be the basis of a uniform system of coinage throughout the world.

The Ministerial Director, *Delbruck*, remarked that the first motion of the five propositions contained in B. No. 1, had been already been practically responded to in Austria and Prussia, since in these lands the coinage was subject to decimal divison; this resolution cannot therefore be regarded as expressing a verdict generally applicable. He must also declare himself opposed to the whole of the propositions of the Commission, in which that most important point, the difference in standards, had not been touched upon at all. He disputed the necessity of a decimal division of all coins, since the mercantile world, who were principally concerned in international intercourse, had already adopted the cental division. The third point did not indeed give rise to any theoretical scruples, but was in itself impracticable. The fourth point must decidedly be rejected. The distinction between the two coining metals was wanting to Proposition II., and it was inadmissible to fix by law a constant relative value of gold and silver, as that relative value was subject to practical fluctuations; France also was practically in possession of a gold standard.

Mr. *Kleppel*, Director of the Mint, declared himself opposed to a low unit of coinage as represented by the Austrian florin; in France the five-franc piece, and not the franc was the legal standard.

Professor *Dove* would vote against all the resolutions, because it was not rational and logical to retain several coins which were not in decimal relations, and yet to demand that they should be decimally divided. He demanded that the different coinages should be the simple multiplication of a fixed unit.

Dr. *Farr*, of London, wished that a simple unit should be constituted, to which all other coins should stand in simple relation. He recommends the pound sterling for this.

Mr. *Samuel Brown* said, that at all the different Statistical Congresses, a general unanimity of opinion had prevailed with regard to the use of the metric system for weights and measures. But more discussion had arisen as to uniformity in coins. At the last Congress in London a decimal system had been recommended, and a common degree of fineness in the coins both of gold and silver. To the International Commission then appointed was entrusted the task of collecting the results of the changes towards a decimal system of money which had been effected in different countries of Europe; and he thought that a most valuable mass of evidence would be found in the Report, which they had now to present to the Congress. In all questions of money the great difficulty was the double standard of gold and silver which prevailed in different countries, and the great difficulty of altering the particular unit which the people had adopted, and which from long habit was found to be most convenient and easily understood by them for all purposes of commercial calculations. He did not think, therefore, they could hope to see the universal adoption of the franc as the unit of coins, for those countries using a gold standard had found so many advantages in the larger value comprised in the smallest bulk that they were never likely to change a gold for a silver standard. Still he thought that the number of units might be greatly reduced, and that several plans might be adopted for making the coins of one country interchangeable in another. In this view, having been requested to prepare part of the programme for discussion in the London Congress, he had suggested that by slight alterations in the weight of pure metal, and by a common degree of fineness, several countries which had coins in use which were very nearly multiples in value of those in use in other countries, might arrange that the products of their respective Mints should, by treaties and laws, be allowed to pass current, and be stamped with their weights of pure metal. Thus the franc, the florin, the dollar, and the pound sterling are all very nearly represented by coins of equivalent values in actual use in various countries, and could no doubt be easily assimilated. If the dollar in every case was of five grammes weight of silver, one-tenth fine, it would be represented by the French five-franc piece; if the florin or rupee, equal to the tenth part of a pound sterling, were by weight 12·5 grammes, one-tenth fine, and the franc as now five grammes, one-tenth fine, all these pieces of current coin would contain quantities of pure metal, which by a simple computation by one single figure, and the proper placing of the decimal point, would make all the monetary values of one country represented almost by inspection in the monetary value of any other country using either of these units. This is plainly shown in a little Table given in the Report. Countries using a silver coinage might at any rate adopt this proposal: those using a gold standard might, amongst themselves, make their coins of definite weights of gold on the metrical system, and which, being all one-tenth fine, might be interchangeable with each other in the gold-coinage countries, even if the difficulty of the double standard excluded them from the community of nations using the silver standard. At any rate, it was desirable to have a special Congress from the different Governments, of able and skilful men, to consider these questions practically; and he heartily hoped that the resolutions adopted by the International Commission appointed at the last Statistical Congress, and which went to recommend a

Special Congress for settling these important questions, might be confirmed by this section, and finally passed with the weight and authority of the Congress itself. It was almost impossible to appreciate the great advantages, social and commercial, which would accrue to all nations from the facilities of intercourse which some such interchangeable system would afford.

The Marquis *D'Avila* declares himself in favour of I. and IV., and againstII. and III. of the propositions.

Baron *Van der Heydt* would also vote against all four of the propositions, because a simultaneous gold and silver standard was an impossibility. It was certainly desirable sooner or later to attain the intended end, but the way to this end would only be prepared by bringing about, by means of a uniform standard, true uniformity of currency ; otherwise the thing might be left as it is, on account of immense difficulties, not to say impossibility. The resolutions were too imperfect and too defective to serve as a basis for bringing about any result ; he would therefore only remark that in Proposition II. the thaler was wanting, the importance of which was established by its great circulation, which was, however, not included in the list of the coins chiefly current, only as was acknowledged on account of its not fitting into the desired scale.

Dr. *Micheelis* proposed and moved following resolutions :—

"1. The Congress recommends, so to arrange the unit of coinage, that the gold coins shall have a fixed relation as simple as possible to the 20-franc piece, and the silver coins to the franc, to regulate all coins according to metric weight, and to coin all of the same fineness, that is to say, with one-tenth alloy.

"2. That in the subdivision of the unit, the decimal system be carried out as much as possible."

The speaker would like the four species of coins mentioned in Proposition II. to be retained, because they have a simple relation to the 25-franc piece, that is to say, in the ratio of 1 : $2\frac{1}{2}$: 5 : 25.

Mr. *Lasius*, from Oldenburg, was likewise for retaining the four species of money mentioned, but sided with the motion of the Marquis D'Avila, only to reserve Propositions I. and IV. for further discussion, and to let II. and III. drop for the present, since he thought that the thing had not been prepared in a perfectly exhaustive manner.

Dr. *Kierulf*, of Christiana, moved the resolution next in order :—

"1. The Congress recommends that the existing units of coinage be reduced to one gold and one silver standard ; both standards to be decimally subdivided ; both sorts of coins to be determined according to metric weight, and to be coined in the same fineness—nine-tenths fine metal, and one-tenth copper.

"2. The Governments are prayed, &c., as in IV., leaving out the words 'arranged' and 'exchange of monies.'"

Dr. *Leone Levi*, of London, spoke to the same effect as the remarks of the Marquis D'Avila, and wished also to let Resolutions II. and III. drop, and to retain only I. and IV.

Hereupon the Section determined :—

"To give up entirely the II. and III. resolutions of the International Commission, and only to retain I. and IV. for further deliberation, and for voting on."

Mr. *Ruggles*, from America, foresaw that some day we should arrive at having only one standard ; which this shall be, could only be determined by a commission of practical men, and in a congress special appointed as previously moved in Resolution II. (formerly IV.) The dollar was not really of equal value to the 5-franc piece, but was worth more, the 5-franc piece being worth 93 cents. The United States were ready to alter the value of their dollar, provided other countries, and especially England, would signify their readiness to bring their coinages into a simple relation to the franc.

Dr. *Berguis* foresaw that no Prussian would vote for the propositions, and wished that, provisionally, simply a unit for the countries possessing a gold standard should be striven for, to which he trusted Germany would soon belong. For gold coins he proposed the sovereign, as being the best, as he had done in the year 1844 ; at the same to give up the thaler and to adopt $\frac{1}{3}$d thaler=one shilling, as the silver coin; he is, however, in favour of the same fineness of metal for all countries.

The Minister *Van der Heydt* does not believe that the Congress may venture to declare itself in favour of the gold standard as universal.

Dr. *Farr* suggested, in reference to the observations of Mr. Ruggles, that the Americans could, looking at the fluctuations of currency, more easily alter their dollar than England her sovereign.

Mr. *Ruggles* here declared again, that America would be ready to effect a change in the value of her dollar in conjunction with other countries who would do the same.

Mr.

Mr. *Karsten* moved following amendment:—

"The Congress recommends that all exiting units of money should be reduced to one single standard, wherever possible; that this should be decimally subdivided; all large coins to be expressed in metric weights, and that all should be of the same fineness, nine-tenths fine, one-tenth copper alloy."

This amendment found sufficient support.

Professor *Dove* objected to the first sentence as far as voting was concerned, inasmuch as it was proposed to decimally subdivide all coins.

Dr. *Leone Levi* moved as a rider (No. III. to the I. and II.) resolutions, that—

"That it being of the greatest importance that the different Governments should organise, as soon as possible, the projected commission, the Section recommend the Congress to make special communications to the Governments concerning the above decisions."

This resolution was sufficiently supported, and the general discussion was closed.

By the division which now took place, in which it was unanimously voted, that in consequence of the foregoing debate, the last clause in No. I., and the clause depending on it, "and the exchange of monies be fixed according to above propositions," should be left out. Resolution I. was wholly rejected.

By the division on the different propositions contained in Resolution No. I.,

The Proposition 1. The Congress recommends that the existing units of money be reduced to "a small number," was accepted.

2. To divide each unit decimally—rejected by 21 to 17 votes.
3. To express all sorts of coins according to metrical weight—carried.
4. To coin all of the same fineness, nine-tenths fine, and one-tenth alloy—carried.

Instead of the rejected Resolutions I. (2),

Mr. *Lasius* moves the wording—

"To subdivide decimally, each unit, as far as convenient."

After Dr. Farr had recommended the adoption of this amendment, votes were taken, and this addition carried by a majority.

Resolution, No. I. stood now thus:—

"The Congress recommends that the existing units of money be reduced to a small number; that each unit be decimally subdivided, as far as convenient; that all sorts of coins be expressed in metrical weights, and that all be coined of the same fineness, nine-tenths fine, and one-tenth alloy."

Resolution II. was carried by majority; the words mentioned above, referring to the legal exchange of coins in all countries (pour en asseur le coins et l'echange mutuel), being struck out. It read now as follows:—

"No. II. The Governments are begged to depute delegates to a special congress, to consider the relations of gold and silver coins to metrical weights, and to report upon it, as also on the measures by which the coinage of different lands may be arranged and fixed according to the scope of above propositions."

The amendment to Proposition III. of Dr. Levi was carried by a majority, to the effect—

"It being of the greatest importance that the different Governments should organise the above proposed commission, as soon as possible. The Section recommends the Congress to make special communications on the subject to the Governments, of the above decisions."

Messieurs *Michalis* and *Karslen* withdrew their amendments.

Dr. *Hirsch* proposed as reporter in French to the general meeting on the subject of coinage, was unanimously elected, and accepted the appointment.

Professor *Dove* was chosen reporter in German.

The meeting was now closed, after the English present had invited those present to a meeting of the International Commission the same afternoon.

WEIGHTS, MEASURES, AND COINS.

COPY of the REPORT of the PROCEEDINGS of the INTERNATIONAL STATISTICAL CONGRESS held in *Berlin* in September 1863, on the subject of INTERNATIONAL WEIGHTS, MEASURES, and COINS.

(*Mr. William Ewart.*)

Ordered, by The House of Commons, *to be Printed,*
5 *May* 1864.

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CORRESPONDENCE

RESPECTING

DISCRIMINATING DUTIES

IN

FRANCE, PORTUGAL, AND SPAIN.

Presented to the House of Lords by Command of Her Majesty.
1864.

LONDON:
PRINTED BY HARRISON AND SONS.

[3407]

LIST OF PAPERS.

FRANCE.

No.			Page
1.	Viscount Palmerston to the Marquis of Normanby	August 7, 1849	1
1*.	The Marquis of Normanby to Viscount Palmerston	August 16, ——	2
2.	The Marquis of Normanby to Viscount Palmerston	December 10, ——	2
3.	General de Lahitte to M. de Montherot	January 7, 1850	2
4.	The Marquis of Normanby to Viscount Palmerston One Inclosure.	January 10, ——	
5.	Viscount Palmerston to M. de Montherot	January 21, ——	5
6.	The Marquis of Normanby to Viscount Palmerston Two Inclosures.	January 31, ——	5
7.	M. Drouyn de Lhuys to Viscount Palmerston	March 19, ——	20
8.	Viscount Palmerston to M. Drouyn de Lhuys	May 11, ——	21
9.	Viscount Palmerston to M. Drouyn de Lhuys	July 12, ——	24
10.	M. Drouyn de Lhuys to Viscount Palmerston	August 6, ——	24
11.	Viscount Palmerston to M. de Marescalchi	April 17, 1851	27
12.	M. de Marescalchi to Viscount Palmerston	June 20, ——	30
13.	Viscount Palmerston to Count Walewski	July 14, ——	31
14.	Count Walewski to Viscount Palmerston	August 18, ——	32
15.	Viscount Palmerston to Count Walewski	September 19, ——	32
16.	Earl Granville to Count Walewski One Inclosure.	February 12, 1852	32
17.	The Earl of Malmesbury to Lord Cowley	September 21, ——	44
18.	Lord Cowley to the Earl of Malmesbury	September 27, ——	44
19.	Count Walewski to the Earl of Malmesbury Four Inclosures.	September 25, ——	45
20.	Lord J. Russell to Count Walewski Two Inclosures.	February 19, 1853	56
21.	Count Walewski to the Earl of Clarendon	July 25, ——	71
22.	The Earl of Clarendon to Count Walewski	March 7, 1854	71
23.	Circular to Her Majesty's Diplomatic Agents abroad	March 13, ——	72
24.	The Earl of Clarendon to Lord Cowley	April 11, ——	72
25.	Lord Cowley to the Earl of Clarendon Two Inclosures.	June 4, ——	73
26.	Lord Cowley to the Earl of Clarendon One Inclosure.	June 7, ——	74
27.	The Earl of Clarendon to Lord Cowley One Inclosure.	June 23, ——	75
28.	Lord Cowley to the Earl of Clarendon	July 11, ——	78
29.	The Earl of Clarendon to Lord Cowley One Inclosure.	July 21, ——	78
30.	Lord Cowley to the Earl of Clarendon Two Inclosures.	September 22, ——	80
31.	The Earl of Clarendon to Lord Cowley One Inclosure.	June 30, 1855	83
32.	Lord Cowley to the Earl of Clarendon One Inclosure.	July 29, ——	85
33.	The Earl of Clarendon to Lord Cowley Two Inclosures.	July 19, 1856	85
34.	Mr. Howard to the Earl of Clarendon One Inclosure.	August 29, ——	88
35.	Lord Cowley to the Earl of Clarendon One Inclosure.	September 13, ——	89
36.	The Earl of Clarendon to Lord Cowley	February 19, 1857	90
37.	Lord Napier to the Earl of Clarendon	June 3, ——	92
38.	The Earl of Clarendon to Earl Cowley	June 23, ——	92
39.	Earl Cowley to the Earl of Clarendon Four Inclosures.	July 13, ——	93
40.	The Earl of Clarendon to Lord Napier	July 17, ——	95
41.	Earl Cowley to the Earl of Clarendon One Inclosure.	August 1, ——	95
42.	Earl Cowley to the Earl of Clarendon One Inclosure.	August 16, ——	97

No.			Page
43.	Lord J. Russell to Earl Cowley	February 20, 1860	98
44.	Mr. Hammond to Sir J. Emerson Tennent	April 12, ——	99
45.	Mr. Hammond to Sir J. Emerson Tennent	April 13, ——	99
46.	Mr. Booth to Mr. Hammond	May 17, ——	100
47.	Lord J. Russell to Earl Cowley	May 22, ——	102
48.	Earl Cowley to Lord J. Russell One Inclosure.	May 31, ——	102
49.	Lord J. Russell to Earl Cowley One Inclosure.	June 19, ——	103
50.	Earl Cowley to Lord J. Russell One Inclosure.	June 25, ——	105
51.	Lord J. Russell to Earl Cowley	December 5, ——	106
52.	Earl Cowley to Lord J. Russell	December 16, ——	106
53.	Earl Cowley to Lord J. Russell One Inclosure.	January 14, 1861	106
54.	M. Chateaurenard to Earl Russell	August 27, ——	110
55.	Mr. Hammond to Sir J. Emerson Tennent	August 29, ——	111
56.	Earl Russell to M. Chateaurenard	September 2, ——	111
57.	Sir J. Emerson Tennent to Mr. Hammond	October 5, ——	111
58.	Earl Russell to Earl Cowley	October 30, ——	113
59.	Mr. Booth to Mr. Hammond One Inclosure.	November 21, ——	114
60.	Earl Russell to Earl Cowley	November 30, ——	115
61.	Earl Russell to Earl Cowley Two Inclosures.	April 9, 1862	115
62.	Earl Cowley to Earl Russell One Inclosure.	May 2, ——	117
63.	Earl Cowley to Earl Russell One Inclosure.	May 14, ——	124
64.	Mr. Hammond to Sir J. Emerson Tennent Seven Inclosures.	January 28, 1863	125
65.	Earl Russell to Earl Cowley	May 12, ——	129
66.	Earl Cowley to Earl Russell One Inclosure.	May 15, ——	130
67.	Earl Russell to Earl Cowley One Inclosure.	May 27, ——	131
68.	Earl Cowley to Earl Russell One Inclosure.	June 19, ——	131
69.	Earl Cowley to Earl Russell One Inclosure.	July 1, ——	132
70.	Earl Russell to Earl Cowley One Inclosure.	February 13, 1864	133
71.	Earl Cowley to Earl Russell One Inclosure.	February 22, ——	134
72.	Earl Cowley to Earl Russell	April 1, ——	135
73.	Mr. Lindsay, M.P., to Mr. Milner Gibson, M.P. Four Inclosures.	June 27, 1862	135

PORTUGAL.

74.	Viscount Palmerston to Mr. Howard	August 13, 1849	140
75.	Mr. Howard to Viscount Palmerston One Inclosure.	August 26, ——	140
76.	Mr. Howard to Viscount Palmerston	October 6, ——	142
77.	Mr. Howard to Viscount Palmerston	October 27, ——	142
78.	Viscount Palmerston to Mr. Howard	January 28, 1850	143
79.	Mr. Howard to Viscount Palmerston	February 18, ——	143
80.	Viscount Palmerston to Mr. Howard	March 6, ——	144
81.	Viscount Palmerston to Sir R. Pakenham	July 15, 1851	144
82.	Sir R. Pakenham to Viscount Palmerston	July 28, ——	145
83.	The Earl of Malmesbury to Sir R. Pakenham	August 28, 1852	145
84.	Sir R. Pakenham to the Earl of Malmesbury	September 18, ——	145
85.	The Earl of Malmesbury to Sir R. Pakenham Two Inclosures.	October 11, ——	146
86.	Circular to Her Majesty's Diplomatic Agents abroad	March 13, 1854	149
87.	Sir R. Pakenham to the Earl of Clarendon One Inclosure.	April 8, ——	149
88.	The Earl of Clarendon to Mr. Paget	August 25, 1857	150
89.	Mr. Paget to the Earl of Clarendon Two Inclosures.	September 5, ——	150
90.	Mr. Howard to Lord J. Russell Two Inclosures.	November 24, 1859	151
91.	Lord J. Russell to Sir A. Magenis	May 5, 1860	154
92.	Sir A. Magenis to Lord J. Russell	May 5, ——	155
93.	Sir A. Magenis to Lord J. Russell	May 26, ——	155

SPAIN.

No.			Page
94.	Viscount Palmerston to Lord Howden	July 17, 1850	156
95.	Viscount Palmerston to Lord Howden	August 22, ——	157
	One Inclosure.		
96.	Lord Howden to Viscount Palmerston	August 22, ——	157
	One Inclosure.		
97.	Lord Howden to Viscount Palmerston	September 8, ——	159
	One Inclosure.		
98.	Viscount Palmerston to Lord Howden	November 29, ——	159
	Two Inclosures.		
99.	Lord Howden to Viscount Palmerston	December 19, ——	161
100.	Lord Howden to Viscount Palmerston	December 27, ——	162
	One Inclosure.		
101.	Viscount Palmerston to Lord Howden	February 10, 1851	162
102.	Lord Howden to Viscount Palmerston	February 10, ——	163
103.	Lord Howden to Viscount Palmerston	March 9, ——	163
	Two Inclosures.		
104.	Lord Stanley of Alderley to Mr. Booth	March 24, ——	164
105.	Lord Howden to Viscount Palmerston	March 25, ——	164
	One Inclosure.		
106.	Lord Howden to Viscount Palmerston	April 1, ——	166
107.	Viscount Palmerston to Lord Howden	April 3, ——	166
108.	Viscount Palmerston to Lord Howden	April 3, ——	167
	One Inclosure.		
109.	Lord Howden to Viscount Palmerston	April 4, ——	168
	One Inclosure.		
110.	Mr. Forbes, M.P., to Viscount Palmerston	April 11, ——	169
	One Inclosure.		
111.	Lord Howden to Viscount Palmerston	April 10, ——	170
112.	Lord Howden to Viscount Palmerston	April 10, ——	170
113.	Lord Howden to Viscount Palmerston	April 22, ——	171
	Two Inclosures.		
114.	Viscount Palmerston to Lord Howden	April 30, ——	173
115.	Viscount Palmerston to Lord Howden	April 30, ——	173
116.	Viscount Palmerston to Lord Howden	May 8, ——	173
117.	Lord Howden to Viscount Palmerston	May 15, ——	174
	Two Inclosures.		
118.	Circular to Her Majesty's Representatives abroad	May 28, ——	175
	One Inclosure.		
119.	Lord Howden to Viscount Palmerston	May 23, ——	177
120.	Viscount Palmerston to Lord Howden	June 11, ——	178
	One Inclosure.		
121.	Lord Howden to Viscount Palmerston	July 8, ——	179
	One Inclosure.		
122.	Lord Howden to Viscount Palmerston	July 8, ——	183
	One Inclosure.		
123.	Lord Howden to Viscount Palmerston	September 9, ——	184
	One Inclosure.		
124.	Lord Howden to Viscount Palmerston	September 15, ——	185
	One Inclosure.		
125.	Viscount Palmerston to Lord Howden	September 22, ——	186
126.	Lord Howden to Viscount Palmerston	October 1, ——	186
127.	Viscount Palmerston to Lord Howden	October 17, ——	186
128.	Lord Howden to Viscount Palmerston	October 16, ——	186
	One Inclosure.		
129.	Lord Howden to Viscount Palmerston	October 9, ——	189
	One Inclosure.		
130.	Viscount Palmerston to Lord Howden	October 29, ——	190
131.	Viscount Palmerston to Lord Howden	October 29, ——	190
132.	Lord Howden to Viscount Palmerston	November 9, ——	191
	One Inclosure.		
133.	Lord Howden to Viscount Palmerston	November 13, ——	191
	One Inclosure.		
134.	Lord Howden to Viscount Palmerston	November 18, ——	192
135.	Viscount Palmerston to Lord Howden	November 21, ——	192
136.	Lord Howden to Viscount Palmerston	December 17, ——	192
	One Inclosure.		
137.	Lord Howden to Viscount Palmerston	December 30, ——	193
	Three Inclosures.		
138.	Lord Howden to Earl Granville	January 4, 1852	195
139.	Lord Howden to Earl Granville	January 9, ——	195
	One Inclosure.		
140.	Lord Howden to Earl Granville	January 9, ——	196
	One Inclosure.		
141.	Earl Granville to Lord Howden	January 13, ——	198
142.	Lord Howden to Earl Granville	January 16, ——	199
	Three Inclosures.		
143.	The Earl of Malmesbury to Lord Howden	April 23, ——	201

No			Page
144.	The Earl of Malmesbury to Mr. Otway One Inclosure.	July 9, 1852	201
145.	Mr. Otway to the Earl of Malmesbury .. Two Inclosures.	July 20, ——	203
146.	The Earl of Malmesbury to Mr. Otway .. One Inclosure.	August 24, ——	204
147.	Mr. Otway to the Earl of Malmesbury .. One Inclosure.	September 14, ——	205
148.	Mr. Otway to the Earl of Malmesbury .. Two Inclosures.	October 9, ——	206
149.	The Earl of Clarendon to Lord Howden One Inclosure.	March 17, 1853	207
150.	The Earl of Clarendon to Lord Howden One Inclosure.	April 2, ——	208
151.	Lord Howden to the Earl of Clarendon One Inclosure.	April 1, ——	210
152.	Lord Howden to the Earl of Clarendon	April 5, ——	210
153.	Lord Howden to the Earl of Clarendon Two Inclosures.	April 20, ——	211
154.	Lord Howden to the Earl of Clarendon One Inclosure.	May 30, ——	212
155.	The Earl of Clarendon to Mr. Otway ..	July 15, ——	213
156.	The Earl of Clarendon to Mr. Otway .. One Inclosure.	July 23, ——	214
157.	Lord Howden to the Earl of Clarendon One Inclosure.	February 9, 1854	218
158.	Lord Howden to the Earl of Clarendon One Inclosure.	February 18, ——	219
159.	The Earl of Clarendon to Lord Howden	February 24, ——	220
160.	Circular to Her Majesty's Diplomatic Agents abroad	March 13, ——	220
161.	Lord Howden to the Earl of Clarendon One Inclosure.	September 9, ——	220
162.	Lord Howden to the Earl of Clarendon One Inclosure.	September 9, ——	221
163.	The Earl of Clarendon to Lord Howden	September 21, ——	221
164.	The Earl of Clarendon to Lord Howden	September 21, ——	221
165.	Lord Howden to the Earl of Clarendon One Inclosure.	December 28, ——	222
166.	Lord Howden to the Earl of Clarendon One Inclosure.	January 9, 1855	222
167.	The Earl of Clarendon to Lord Howden	January 15, ——	223
168.	Lord Howden to the Earl of Clarendon	February 7, ——	223
169.	The Earl of Clarendon to Lord Howden One Inclosure.	March 16, ——	223
170.	Lord Howden to the Earl of Clarendon One Inclosure.	June 19, 1857	225
171.	M. Conte to the Earl of Malmesbury ..	May 12, 1858	225
172.	The Earl of Malmesbury to M. Conte ..	June 3, ——	226

Correspondence respecting Discriminating Duties in France, Portugal, and Spain.

France.

No. 1.

Viscount Palmerston to the Marquis of Normanby.

My Lord, *Foreign Office, August* 7, 1849.

I TRANSMIT to your Excellency herewith six copies of the Act* which was passed in the late session of Parliament for the amendment of the laws in force for the encouragement of British shipping and navigation.

I have to instruct your Excellency to communicate to the Government of France a copy of that Act, and to endeavour to effect an arrangement with France for the removal of some of the restrictions imposed upon British shipping in French ports.

The restrictions which are laid upon the trade of British vessels with France, and which prevent them from importing into that country the produce of Asia, Africa, and America, appear to have been adopted with a view to countervail the corresponding restrictions which bear upon French vessels in British ports; and Her Majesty's Government therefore presume that the Government of France will readily perceive the justice and expediency of entering into an arrangement with Her Majesty's Government in order to remove these restrictions on both sides, and to place British and French vessels respectively upon a footing of equality in all that relates to the foreign trade of each country.

If the French Government should be disposed to proceed to the conclusion of such an agreement, your Excellency may state that while the details of the negotiation upon this subject are under consideration, Her Majesty's Government will undertake to suspend for a reasonable time the power which is given to the Crown by the 10th and 11th sections of the inclosed Act, of imposing prohibitions or restrictions upon French vessels.

I have also to instruct your Excellency to draw the attention of the French Government to the provisions of the new law respecting the Colonial trade, and to point out the very liberal terms upon which foreign vessels will, in the absence of any order to the contrary, be admitted to a share in the trade between this country and her colonies, between one British colony and another, and probably even between different parts of the same Colony; and you will request the French Government to state to what extent they will be prepared to admit British vessels to further privileges in the Colonial trade of France, in order to procure for French vessels a full participation in the trade of the British Colonial Possessions.

Your Excellency will be enabled to judge whether it may be expedient or otherwise to press for a full reciprocation on the part of France of the privileges now offered by this country; but considering the great importance of the branches of trade which Great Britain opens to foreign vessels, it is reasonable to expect that her overtures should be met in a liberal spirit, and that some at least of the restrictions at present in force should be abandoned by the French Government.

I am, &c.

(Signed) PALMERSTON.

* Act 12 and 13 Vict., cap. 29. (June 26, 1859.)

No. 1*.

The Marquis of Normanby to Viscount Palmerston.—(Received August 17.)

My Lord, *Paris, August 16, 1849.*

I COMMUNICATED to M. de Tocqueville a copy of the Act for the Amendment of the Navigation Laws, with your Lordship's observations as to the points on which it would be desirable the French Government should meet that of Her Majesty in a spirit of reciprocity.

M. de Tocqueville promised me to avail himself of the comparative leisure which the suspension of the sittings of the Assembly might afford to examine what changes might be made in detail.

I have, &c.
(Signed) NORMANBY.

No. 2.

The Marquis of Normanby to Viscount Palmerston.—Received December 11.)

My Lord, *Paris, December 10, 1849.*

I HAVE spoken to General de Lahitte on the subject of a definite answer to the communication made by Her Majesty's Government with reference to the recent alteration of the Navigation Laws.

The frequent changes which have occurred in the Foreign Department of this country have impeded the settlement of this as well as other matters, and General de Lahitte excused himself from giving as yet any positive opinion on the question, in consequence of his having so very recently entered on the duties of the office, and having been overwhelmed with the multitude of affairs appearing to require immediate decision.

I understand, though, that the project of a Convention has already been prepared in the office, in which the French Government mean to put forward the extent to which they can go to meet in the same spirit the late changes made by the British Legislature.

As the delay in returning an answer has arisen from causes independent of the question itself, the French Government trust some interval may yet elapse before the application of any measure of the retaliatory description contemplated by the Act.

I have, &c.
(Signed) NORMANBY.

No. 3.

General de Lahitte to M. de Montherot.—(Communicated to Viscount Palmerston by M. de Montherot, Jannary 9.)

Monsieur, *Paris, le 7 Janvier, 1850.*

VOUS connaissez les dispositions conciliantes qui ont présidé de la part du Gouvernement de la République, à la préparation d'un projet de Convention Maritime, dont sous très peu de jours j'espère être en mesure de donner communication officielle à M. l'Ambassadeur de Sa Majesté Britannique à Paris, afin de répondre par une juste réciprocité aux modifications libérales que la Grande Bretagne a récemment fait subir à ses Lois de Navigation. Ainsi que nous étions fondés à le prévoir, le Gouvernement Britannique, instruit par Lord Normanby de l'accueil empressé fait à ses premières ouvertures au mois de Février 1849, n'a pas attendu la conclusion définitive de la Convention à intervenir, pour garantir au pavillon Français, au moins à titre provisoire, la pleine jouissance des faveurs accordées par l'Acte du 26 Juin, 1849, à la navigation étrangère en général. Dans une communication toute récente qu'il a faite à mon Département, M. le Marquis de Normanby a déclaré, en effet, de la manière la plus formelle, que pendant la durée de la négociation, le Gouvernement de Sa Majesté Britannique ajournerait toute application aux navires Français des mesures prohibitives ou restrictives qu'aux termes des Articles 10 et 11 de l'Acte précité il est autorisé à décréter, à titre de représailles, contre le pavillon des diverses Puissances étrangères qui se refuseront à concéder dans leurs ports aux navires Britanniques une juste réciprocité.

En présence de cette déclaration si explicite et bien conforme, d'ailleurs, aux

sentiments de bienveillance mutuelle qui doivent diriger la conduite des deux Gouvernements dans les négociations actuellement pendantes, je n'ai pu apprendre sans surprise par les rapports émanés d'un négociant Français, que les adjudicataires de la dernière fourniture de houilles Anglaises destinées à l'approvisionnement des paquebots de l'Etat, s'étant informés à Newcastle du régime auquel seraient assujéties les houilles exportées sous pavillon Français, à destination d'un pays étranger, il leur avait été répondu par les autorités locales, qu'elles continueraient, après comme avant le 1er Janvier, 1850, à être soumises au droit différentiel de sortie, de 4*s.* par tonneau, toutes les fois que l'expédition n'en aurait pas lieu directement pour un port de France, conformément aux réserves insérées dans la Convention du 26 Janvier, 1826. L'Acte du 26 Juin, 1849, Article 1, ayant expressément disposé que les deux Actes 4 George IV, cap. 77, et 5 George IV, cap. 1, qui ont autorisé la perception de droits différentiels, soit de douane, soit de navigation, seraient pleinement abrogés et cesseraient leurs effets à partir du 1er Janvier, 1850, il ne peut être permis de douter que la surtaxe de pavillon établie à la sortie des houilles Anglaises, conformement aux dispositions des deux Actes précités de 1824 et 1825, a dû, *ipso facto*, être supprimée à l'égard de tous les pavillons étrangers sans distinction ; dès-lors et en nous reportant à la Déclaration de Lord Normanby, nous ne saurions hésiter un seul instant à regarder comme entièrement erronée l'interprétation limitative donnée, en ce qui concerne nos navires, par les autorités de Newcastle à l'une des principales clauses de l'Acte du 26 Juin.

Sur ce point, Monsieur, la conviction du Gouvernement de la République est d'autant mieux assise, qu'elle s'appuie sur les termes mêmes d'un Mémorandum du Cabinet de Londres transmis à mon Département par l'Ambassadeur Britannique à Paris, sous la date du 12 Janvier, 1849. Il y est dit en effet de la manière la plus expresse, que la portée de la nouvelle réforme sera de faire disparaître complètement toutes les restrictions de la législation alors en vigueur à l'exception de celles relatives au cabotage (" to sweep away all the restrictions of the present law, except those relating to the coasting-trade "), termes qui comprennent évidemment le droit différentiel de sortie sur les houilles, puisqu'au § 8 du même Memorandum l'on voit spécialement énumérées parmi les restrictions du Code Maritime alors en vigueur, les divers droits différentiels imposés soit sur les navires étrangers soit sur les cargaisons de ces navires. Enfin, Monsieur, il n'est pas une communication faite depuis un an à mon Département, par M. le Marquis de Normanby, sur le sujet en question, d'où il ne résulte clairement que les effets du nouvel Acte de Navigation seront la pleine et entière assimilation du pavillon Français au pavillon Britannique, pour tout ce qui a trait à l'intercourse extérieure de la Grande Bretagne ou de ses colonies. Or, comment une telle assertion se justifierait-elle, si, en fait et contrairement à la lettre comme à l'esprit de l'Acte de 1849, le pavillon Français était soumis pour toutes les exportations de houilles à destination autre que la France, au paiement d'un droit de 4*s.* par tonneau, dont la navigation Britannique continuerait comme par le passé à être entièrement affranchie ? Comment surtout, s'il en était ainsi, le Cabinet de Londres, qui n'a certes pas oublié nos réclamations si vives et si persévérantes contre le système des cautions exigées de nos capitaines, comment ce Cabinet aurait-il négligé de nous avertir d'une restriction qui réduirait à néant les avantages déjà bien peu considérables que la navigation Française pourra retirer des modifications libérales du régime maritime Anglais ? Sans contredit, Monsieur, il ne saurait être dans l'intention du Gouvernement Britannique de sanctionner par ses résolutions définitives une interprétation qui aboutirait à de pareils résultats, et de maintenir ainsi contre la France, par une rigueur tout-à-fait exceptionnelle, une des restrictions les moins justifiables de son ancienne législation, puisqu'elle n'a jamais pu être motivée par la perception en France de surtaxes d'aucune nature à la sortie, pour toute destination, de nos produits sous pavillon Britannique.

Quoiqu'il en soit, vous comprendrez aisément, Monsieur, qu'il importe au Gouvernement de la République, dans l'état présent des négociations maritimes avec la Grande Bretagne, de ne laisser subsister aucun doute, si léger soit-il, sur l'étendue réelle des concessions qui nous sont offertes, et dont, par un procédé assurément bienveillant, quoiqu'à la rigueur simplement équitable, le Cabinet de Londres s'est engagé à nous faire jouir dès à présent, à l'égal des autres nations et jusqu'à la conclusion sans doute très prochaine d'un arrangement définitif sur les bases de la réciprocité. En conséquence, après avoir rappelé les divers documents émanés directement ou indirectement du Foreign Office, et d'où est ressortie pour

nous cette conviction profonde, que la Grande Bretagne, abjurant les principes de son ancienne politique commerciale, avait effacé de son Code Maritime jusqu'au dernier vestige du système exclusif, vous voudrez bien vous assurer auprès de Lord Palmerston de l'exactitude de cette appréciation. En d'autres termes, Monsieur, je vous serai obligé de faire auprès du Secrétaire d'Etat les démarches nécessaires pour vous mettre en mesure de m'informer dans le plus bref délai possible, si, nonobstant les dispositions précises de l'Acte de 1849, Article 1, et la teneur non moins formelle des communications réitérées de M. le Marquis de Normanby, le Gouvernement Britannique est dans l'intention aujourd'hui de maintenir tout ou partie des surtaxes ou droits différentiels imposés, à quelque titre que ce soit, sur la navigation étrangère, dans le Royaume Uni et dans ses colonies, ou si au contraire, comme il a autorisé le Gouvernement de la République à le supposer, les conséquences de l'Acte précité sont en effet (sauf le cas exceptionnel des représailles prévu et réglementé par les Articles 10 et 11) de placer la navigation étrangère en général, sans distinction et de plein droit, sur un pied de parfaite égalité avec le pavillon national en tout ce qui a trait à l'intercourse extérieure du Royaume Uni ou de la navigation avec les colonies et possessions Britanniques.

Vous pourrez, d'ailleurs, si vous le jugez convenable, laisser à Lord Palmerston une copie de la présente dépêche.

Recevez, &c.
(Signé) GAL. DE LAHITTE.

No. 4.

The Marquis of Normanby to Viscount Palmerston.—(Received January 11.)

(Extract.) *Paris, January* 10, 1850.

I BEG to transmit to your Lordship the accompanying note from the Minister for Foreign Affairs, on the subject of the alteration in the Navigation Laws.

Inclosure in No. 4.

General de Lahitte to the Marquis of Normanby.

M. l'Ambassadeur, *Paris, le* 9 *Janvier,* 1850.

EN me communiquant confidentiellement, le 31 Décembre dernier, copie de la dépêche adressée par votre Excellence le 10 du même mois à M. le Vicomte Palmerston, pour l'informer des dispositions du Gouvernement de la République au sujet de la révision du Traité du 26 Janvier, 1826, vous m'avez fait l'honneur de me remettre directement une lettre, datée du 10 Août, 1849, destinée à porter officiellement à la connaissance de mon Département, le texte définitif de l'Acte du 26 Juin dernier, relatif au régime de la navigation dans les ports du Royaume Uni et dans les possessions Britanniques.

En vous remerciant, M. l'Ambassadeur, de cette double communication permettez-moi de vous témoigner particulièrement à votre Excellence toute la satisfaction que j'ai éprouvée en reconnaissant la manière si bienveillante et si loyale dont elle a rendu compte à son Gouvernement des intentions libérales manifestées par la France dans la question des Lois de Navigation. Sous très peu de jours, conformément à ce que j'ai déjà eu l'honneur d'annoncer à votre Excellence, j'espère être en mesure de lui démontrer, par la communication d'un contre-projet de Convention basé en grande partie sur les propositions mêmes du Gouvernement Britannique, que l'Administration Française ne le cède en réalité à aucune autre dans l'application des principes d'une liberté sage et éclairée. Animé de notre côté d'intentions aussi conciliantes nous nous sommes particulièrement félicités, M. l'Ambassadeur, de la déclaration contenue dans la dépêche précitée de votre Excellence du 10 Août dernier, déclaration dont les termes si précis m'ont permis, sans plus tarder, d'annoncer à mon collègue M. le Ministre de l'Agriculture et du Commerce, que la navigation Française serait admise dès le 1 Janvier, 1850, dans les ports de la Grande Bretagne et de ses Colonies, à la jouissance de tous les avantages concédés par l'Acte du 26 Juin dernier à la navigation étrangère en général, du moins jusqu'au moment, sans doute très prochain, où la négociation ouverte entre les deux Gouvernements depuis le 12 Janvier de l'année dernière aboutira à la conclusion d'un arrangement définitif sur les bases d'une juste réciprocité.

Agréez, &c.
(Signé) GL. DE LAHITTE.

No. 5.

Viscount Palmerston to M. de Montherot.

Sir, *Foreign Office, January* 21, 1850.

I HAVE the honour to inform you that I have referred to the proper Department of Her Majesty's Government the despatch from General de Lahitte, inquiring whether, now that the amended Navigation Law is in force, Her Majesty's Government intend to continue the export duty of 4*s*. per ton which is levied in Great Britain on coals exported in French vessels to ports out of France.

I have to state to you in reply, for the information of General de Lahitte, that the Navigation Act of last year has not effected any change in regard to the export duty in question, and that consequently that duty will continue to be levied until it is specially repealed by an Act of Parliament.

It would appear from General de Lahitte's despatch that the French Government is under some misapprehension as to the changes which were made by the Navigation Act of last session; for that despatch, alluding to the Acts of the 4th Geo. IV, cap. 77, and of the 5th Geo. IV, cap. 1, as being the Acts under the authority of which the export duty on coal is levied, assumes that as those Acts have been repealed by the recent law, the duty in question has ceased to be in force since the 1st of this month.

But the fact is, that the duty in question was not imposed by the Navigation Laws, and therefore is not abolished by their repeal. The enactment by virtue of which it is levied is the Tariff of Export Duties, which was established by the Act 8 and 9 Vict., cap. 90, an Act which is wholly independent of the Navigation Laws.

The export duty on coals was imposed for revenue purposes alone, and was in the first instance applied to coals exported in British as well as in foreign ships. But in 1845 it was, however, repealed in regard to coal exported in British ships; and, by virtue of Reciprocity Treaties concluded by the British Crown, it has been remitted in respect of the vessels of several foreign countries. In regard to the vessels of France, this duty has been remitted with respect to voyages direct between the two countries, because such direct voyages are those to which alone the Treaty of 1826 between Great Britain and France applies.

I am, &c.
(Signed) PALMERSTON.

No. 6.

The Marquis of Normanby to Viscount Palmerston.—(Received February 1.)

My Lord, *Paris, January* 31, 1850.

I HAVE the honour to forward to your Lordship a despatch of General de Lahitte's, accompanying the draft of a proposed Convention for the future regulation of the navigation between the two countries. As I have only this morning received these papers, which are of considerable length, I transmit them without observation. Your Lordship, however, will not fail to remark that a considerable portion of General de Lahitte's despatch treats of subjects quite distinct from those points necessarily raised by the late Act of Parliament altering the Navigation Laws: and all the latter part of the proposed Convention treats of the position and supposed rights of the Consular Agents of the two countries; a subject upon which I have no instructions whatever from your Lordship, and which you probably did not expect to find thus incidentally raised.

I have, &c.
(Signed) NORMANBY.

Inclosure 1 in No. 6.

General de Lahitte to the Marquis of Normanby.

M. l'Ambassadeur, *Paris, le* 30 *Jannier,* 1850.

PAR ses communications successives en date des 12 Janvier, 1 Mai, 10 Août, et 31 Décembre dernier, votre Excellence a ouvert, au nom de son Gouvernement,

avec le Gouvernement de la République des négociations tendantes à la révision de la Convention du 26 Janvier, 1826, et à la conclusion d'un nouveau Traité de Navigation destiné à consacrer, d'une manière définitive et sur les bases d'une juste réciprocité, l'application à la France des principes de liberté maritime proclamés dans l'Acte du Parlement Britannique du 26 Juin, 1849. En exécution des engagements pris par mes prédécesseurs et dernièrement encore renouvelés par moi-même dans ma dépêche du 9 de ce mois, je viens aujourd'hui soumettre à votre Excellence, sous la forme d'un contre-projet de Convention, le résultat des investigations auxquelles le Gouvernement de la République s'est livré à l'effet de déterminer jusqu'à quel point les intérêts de la marine commerciale Française confiés à sa garde lui permettent d'accueillir les ouvertures du Cabinet Britannique. Au moment d'appeler l'attention de votre Excellence sur les diverses stipulations formulées dans ce contre-projet, je crois devoir insister préalablement ici sur quelques observations générales nécessaires à la juste appréciation des faveurs que nous sommes disposés à accorder au pavillon Britannique, ainsi que des motifs impérieux qui nous obligent à restreindre, sur quelques points, l'étendue de nos concessions.

La France, vous le savez, M. l'Ambassadeur, n'a pas eu à se féliciter jusqu'à présent des transactions économiques qu'elle a conclues à diverses époques avec la Grande Bretagne. De toutes ces transactions il n'en est aucune cependant donc l'action ait été plus funeste à nos intérêts que celle du Traité de Navigation du 26 Janvier, 1826. C'est là, votre Excellence en conviendra sans difficulté, une assertion qui n'a point besoin d'être justifiée; elle se fonde sur les relevés périodiques de l'administration douanière des deux pays, et, par suite, sur ce fait irréfragable que la part proportionnelle de notre navigation à voile dans l'ensemble de l'intercourse entre la France et l'Angleterre, après avoir atteint 46 pour cent, en 1825, alors que la navigation Britannique ne comportait encore de son côté que 36 pour cent seulement, est tombée graduellement jusque dans ces dernières années, au point de ne plus représenter, en 1847, que 31 pour cent seulement, le tonnage Anglais s'étant élevé au contraire dans la même période à plus de 63 pour cent. Aussi l'opinion publique en France, s'étayant de ces résultats, en était-elle venue depuis longtemps à considérer l'existence de la Convention de 1826 comme l'entrave la plus sérieuse au développement de notre prospérité maritime, et votre Excellence n'ignore pas combien vives et unanimes ont été les réclamations par lesquelles l'Administration Française n'a cessé d'être provoquée à la dénonciation de ce Traité. Lors donc, M. l'Ambassadeur, que le Gouvernement Britannique nous a appelés l'année dernière non seulement à confirmer solennellement les stipulations de 1826, mais encore à y donner une extension très considérable, nous n'avons pu nous dispenser de nous remettre en présence des effets si préjudiciables pour la France, de la Convention du 26 Janvier, et d'examiner jusqu'à quel point il convenait de considérer ces résultats comme la conséquence nécessaire, inévitable, d'une transaction maritime avec la Grande Bretagne sur les bases de la réciprocité. Les recherches entreprises par mon Département à ce sujet, de concert avec les Ministres du Commerce et des Finances, ont heureusement permis de repousser une semblable conclusion, qui nous eût obligés à opposer une fin de non-recevoir absolue aux nouvelles propositions du Cabinet de Londres. Reprenant une à une les plaintes continuelles dirigées par nos navigateurs contre l'inexécution, de la part de l'Angleterre, des principales stipulations du Traité de 1826, plaintes constamment reproduites par le Gouvernement Français, mais presque invariablement écartées par le Gouvernement Britannique, nous sommes enfin parvenus à constater la véritable cause du dépérissement graduel de notre navigation dans l'intercourse entre la Grande Bretagne et la France. En un mot, M. l'Ambassadeur, le Gouvernement de la République a acquis la conviction que cet état de choses si regrettable devait bien moins être attribué à l'infériorité relative malheureusement incontestable de notre marine commerciale, qu'au maintien dans les principaux ports du Royaume Uni, d'un système véritable de droits différentiels de douane et de navigation, droits dissimulés sous les divers titres de privilèges, immunités, ou exemptions locales, mais dont l'existence en fait est aussi opposée à la lettre de la Convention précitée qu'elle se trouve en contradiction flagrante avec le principe d'une exacte et équitable réciprocité. Déjà, et depuis longtemps, le Gouvernement Français, fort de l'application toujours scrupuleusement donnée dans nos ports aux diverses clauses du Traité de 1826, s'était élevé contre un système dont nous ne connaissions encore que très imparfaitement l'influence néfaste. Nos réclamations toujours écartées jusqu'ici, doivent se reproduire aujourd'hui avec une énergie d'autant plus

grand qu'au moyen des investigations minutieuses effectuées dans les bureaux de mon Département nous sommes à présent en mesure de démontrer au Gouvernement Britannique, par des citations textuelles des Parliamentary Papers, qu'en raison des exemptions de diverses natures accordées dans presque tous les ports du Royaume Uni, soit aux navires immatriculés dans ces mêmes ports, soit aux bâtiments appartenant à certaines Corporations Municipales ou locales, la navigation Française, loin d'être assimilée pleinement à la navigation Anglaise, n'a cessé, au contraire, d'être assujétie, dans presque tous les ports Britanniques, à des taxes plus élevées que le pavillon national. Ces taxes, variables d'ailleurs dans chaque port particulier, atteignent quelquefois un taux exceptionnel de 2, 3, ou 4 shillings par ton, et équivalent, en moyenne, à la perception d'une surtaxe de 1 franc 28·47 centimes par tonneau de jauge sur l'ensemble de la navigation Française. La certitude à laquelle le Gouvernement de la République est ainsi arrivé quant à l'existence et à la gravité d'un état de choses dénaturant aussi complètement le caractère du Traité de 1826, devait aboutir naturellement, M. l'Ambassadeur, à un double résultat. D'une part, il en ressortait pour l'Administration Française le droit et l'obligation de mettre fin immédiatement à un abus injustifiable, soit en rétablissant directement elle-même l'égalité entre les deux pavillons (au moyen d'un droit différentiel perçu dans nos ports sur les navires Anglais venant de la Grande Bretagne), soit en adoptant, de concert avec le Gouvernement de la Reine, des mesures propres à faire disparaître dans les ports du Royaume Uni toute différence quelconque de traitement entre les navires Français et les navires Anglais spécialement privilégiés. D'un autre côté, et nous plaçant en présence des nouvelles propositions du Cabinet de Londres, il nous était désormais démontré que les effets préjudiciables du Traité de 1826 devant s'imputer en grande partie à l'oubli même du principe de la réciprocité inscrit dans cette Convention, le Gouvernement de la République ne se trouvait pas réellement dans la nécessité d'écarter purement et simplement ces mêmes propositions.

Les explications qui précèdent me permettent maintenant, M. l'Ambassadeur, d'aborder sans plus tarder, l'analyse des diverses stipulations insérées dans le projet de Convention ci-annexé. Comprenant dans leur ensemble tout ce qui a trait aux relations maritimes entre les deux Puissances, ces stipulations peuvent se classer naturellement en quatre catégories distinctes: elles s'appliquent en effet:—

1. A la navigation directe entre la France et le Royaume Uni.
2. Au commerce maritime indirect entre les Puissances tierces d'une part et la France et la Grande Bretagne de l'autre.
3. Au cabotage.
4. Enfin, à l'intercourse coloniale.

En ce qui concerne d'abord la navigation directe, l'Acte du Parlement Britannique du 26 Juin, 1849, n'ayant apporté aucune modification à l'état de choses préexistant, et le Traité de 1826 ayant, d'un autre côté, statué de la manière la plus expresse que les deux pavillons jouiraient respectivement, en tout ce qui a trait aux droits de douane de la navigation, du même traitement absolument que le pavillon national, il semblerait, à première vue, que la nouvelle Convention à intervenir pourrait se borner à reproduire textuellement l'Article I du Traité de 1826, et la première clause de l'Article II de la même Convention. Les termes si clairs dans lesquels sont conçues ces deux stipulations obligent en effet la Grande Bretagne aussi bien que la France à faire jouir les navires de la Puissance co-contractante d'une entière assimilation aux navires nationaux quels qu'ils soient, et ils nous autoriseraient, en conséquence, dans le cas où le Gouvernement Britannique continuerait de maintenir des privilèges spéciaux à titre d'exemptions locales, à rétablir, de plein droit, l'égalité de traitement au moyen de surtaxes équivalentes; toutefois le Cabinet de Londres ayant persisté depuis un grand nombre d'années, dans l'interprétation restrictive donnée par lui aux clauses précitées de la Convention de 1826, il est clair que le Gouvernement de la République ne saurait reproduire purement et simplement ces mêmes clauses dans la nouvelle Convention, sans prêter en quelque sorte son adhésion tacite à une interprétation que la France a toujours contestée. Nous nous trouvons donc amenés, afin d'éviter tout malentendu éventuel, à modifier la rédaction primitive des stipulations dont il s'agit, de manière à consacrer explicitement l'égalité effective entre les deux pavillons, soit par la suppressions dans le Royaume Uni des exemptions locales, soit par l'établissement facultatif pour la France d'un droit différentiel compensateur. Il nous a semblé cependant que pour atteindre le but que je viens d'indiquer comme la condition *sine quâ non* de

toute transaction à venir, il existait encore un troisième moyen non moins efficace que les deux précédents, et qui offrirait d'ailleurs des avantages de l'ordre le plus élevée au commerce maritime des deux pays : ce serait la suppression réciproque de toute taxe de navigation.

Je croirais, M. l'Ambassadeur, méconnaître la haute intelligence pratique qui distingue les hommes d'Etat éminents présidant aujourd'hui aux destinées de la Grande Bretagne, si j'entreprenais de faire ressortir ici, soit le caractère libéral d'une proposition de cette nature, soit les vastes et importantes conséquences que son adoption entraînerait au profit du commerce et de la navigation du Royaume Uni avec la France. Le dégrèvement déjà considérable qui en résulterait pour la navigation réciproque réagirait d'ailleurs indirectement de la façon la plus utile sur le mouvement des échanges entre les deux pays. Sous ce rapport surtout, le commerce Britannique ayant principalement pour objet des articles lourds et encombrants, trouverait bien plus que le nôtre, dans une semblable réforme, des avantages incontestables. Pour ces houilles, par exemple, que la Grande Bretagne expédie déjà en quantités très considérables sur nos marchés, l'admission en franchise dans nos ports des navires Britanniques équivaudrait en réalité à une réduction radicale de nos droits de douane à l'entrée sur le produit minéral lui-même.

Je n'ignore pas assurément que pour s'associer à une réforme aussi hardie du régime réciproque de la navigation, le Cabinet de Londres aura sans doute plus que nous à tenir compte des résistances fondées sur des intérêts de localité, ou sur les prérogatives des Corporations Municipales. Mais il me serait difficile d'admettre aussi, ne fût-ce qu'un seul instant, que le Gouvernement Britannique, reconnaissant avec nous, comme je dois le croire, les grands et incontestables avantages de la mesure proposée, se laissât détourner d'un tel projet par les protestations peu éclairées de quelques associations privilégiées intéressées au maintien d'un système de taxation aujourd'hui universellement condamné en Angleterre non moins qu'en France, parceque, tendant directement à entraver l'essor de l'industrie, du commerce et de la navigation, il pèse d'une manière onéreuse précisément sur les trois principaux facteurs de la fortune publique et de la prospérité nationale.

Dans tous les cas, M. l'Ambassadeur, le Gouvernement de la République n'hésite pas, de son côté, à poser résolument, comme première base de la négociation, la suppression réciproque et absolue des droits de navigation pour tout ce qui a trait à l'intercourse directe entre les deux pays. C'est dans cet esprit, par conséquent, que mon Département a dû rédiger les Articles I et II du Projet ci-joint, avec cette réserve seulement, qu'en ce qui concerne les droits de pilotage, de quarantaine, de courtage, de lestage, et autres droits analogues, qui ne sont à vrai dire que le prix de services réclamés, rendus et acceptés, le principe de la franchise absolue ne pouvant évidemment recevoir d'application, l'Article II se borne à la stipulation réciproque du traitement national dans son acceptation la plus large. En se plaçant ainsi sur le terrain de l'affranchissement des deux pavillons de tous droits de navigation, en offrant, par conséquent, à la Grande Bretagne pour son intercourse avec la France des conditions tellement favorables qu'il est douteux qu'aucune autre Puissance pût ou voulût lui en faire d'aussi avantageuses, le Gouvernement de la République ne s'est pas laissé arrêter par des considérations fiscales. Au moment même où la situation générale de ses finances l'oblige plus que jamais à n'amoindrir aucune des sources du revenu public, il ne craint pas de renoncer en faveur du pavillon Britannique à une recette annuelle de près 1,000,000 de francs. Ce sacrifice, en effet, doit, dans son opinion, contribuer puissamment au développement des relations entre les deux pays. Il démontrera d'ailleurs, nous l'espérons, tant au Gouvernement Britannique qu'à tout esprit impartial en Angleterre, que la France, alors même qu'elle se refuse à modifier subitement tout l'ensemble de sa législation commerciale et maritime, au gré des intérêts ou des convenances d'un pays étranger, ne se laisse devancer cependant par aucune Puissance dans la carrière du progrès, ni dans l'application au commerce international des principes de la liberté vraie et effective.

La condition de l'intercourse directe entre les deux pays étant ainsi réglée par les Articles I et II du Projet en ce qui concerne les droits de navigation proprement dits, l'Article V du même Projet, relatif aux droits de douane et autres taxes analogues, est destiné à établir une assimilation entière entre les marchandises transportées directement, sous l'un ou l'autre pavillon, d'un des pays dans l'autre. En d'autres termes, il consacre de la manière la plus explicite la suppression complète de toute surtaxe de pavillon dans l'intercourse immédiate entre le Royaume Uni et la France

Passant à présent, M. l'Ambassadeur, à ce qui a trait aux relations indirectes ou intermédiaires, je me félicite de pouvoir annoncer à votre Excellence que, dans la plupart des cas, il a été possible au Gouvernement de la République de donner pleine satisfaction aux demandes du Gouvernement de la Reine.

Ainsi, les navires sur lest, quel que soit le lieu de leur provenance ou de leur destination, jouiront, aux termes des Articles I et II du présent Projet, des mêmes faveurs absolument que s'ils venaient ou se rendaient directement des ports de l'un des pays dans les ports de l'autre pays. Pareillement encore, et en vertu des mêmes Articles, les navires Britanniques seront admis, sous conditions de réciprocité, à prendre charge dans nos ports, même à destination d'un pays tiers, quel qu'il soit, sans être soumis plus que les navires nationaux à aucun droit de navigation. Bien plus, d'après l'Article VII, les marchandises de toute nature ainsi transportées par navires Britanniques à toute destination indistinctement, seront pleinement assimiléées, quant aux droits de douane, aux produits de même nature chargés sur bâtiment Français, toutes surtaxes de pavillon étant ainsi, de part et d'autre, supprimées à la sortie, tant pour les transports indirects que pour la navigation en droiture.

De même encore, et pour ce qui est du commerce intermédiaire s'exerçant par la voie des entrepôts Britanniques, et ayant pour objet, soit des articles d'un pays d'Europe quelconque, soit des produits des contrées transatlantiques d'Asie, d'Afrique, ou d'Amérique, la combinaison des Articles I, II, et V assure au pavillon Britannique, non seulement la suppression de tous droits de navigation, mais en outre la plus complète assimilation, quant aux droits de douane, aux navires Francais effectuant les mêmes transports, quelle que soit la nature ou l'origine des marchandises prises dans les entrepôts précités. Bien que cette dernière stipulation, comme toutes celles de la Convention projetée, ait pour base une exacte réciprocité en faveur du pavillon Français, je n'ai pas besoin, M. l'Ambassadeur, de faire remarquer à votre Excellence que la Grande Bretagne sera seule, pour ainsi dire, à en retirer des avantages. En faisant disparaître les prohibitions qui ferment absolument en ce moment notre marché national aux provenances des entrepôts Britanniques si riches et si abondamment pourvus en denrées transatlantiques ; bien plus, en admettant ces mêmes provenances sous pavillon Anglais au bénéfice du traitement national, nous ouvrons sans contredit un nouveau et vaste débouché au commerce intermédiaire de la Grande Bretagne, en même temps que nous fournissons un aliment considérable à sa navigation de long-cours. En ce qui nous concerne, au contraire, et tenant compte de la situation géographique bien moins favorable de nos propres entrepôts et de leur peu d'importance relative, il est aisé de reconnaître qu'en dehors de quelques cas exceptionnels, la suppression des dispositions prohibitives de l'ancien Navigation Act ne saurait exercer, en fait, qu'une influence secondaire sur les mouvements de notre commerce.

Il en doit être ainsi, à plus forte raison, M. l'Ambassadeur, du retrait de prohibitions établies par l'ancienne législation Anglaise à l'égard des cargaisons importées pour la consommation sous pavillon étranger des ports d'une Puissance tierce en général, notamment des pays d'Asie, d'Afrique, et d'Amérique. A première vue, la suppression de ces interdictions par l'Acte du 26 Juin dernier paraît sans doute forte importante. Mais en présence de l'infériorité actuelle trop bien établie de la navigation Française dans l'intercourse directe avec la Grande Bretagne, nous sommes malheureusement obligés de reconnaître que notre marine marchande n'est en position de retirer de fait que peu ou point de profit réel de ces nouvelles facilités. Pour l'intercourse directe, en effet, par suite des restrictions applicables jusqu'ici dans les deux pays aux pavillons tiers, la navigation Française n'a eu à lutter jusqu'à présent qu'avec un seul concurrent, le pavillon Britannique. Votre Excellence connaît déjà les résultats fâcheux de ce concours inégal. Dans l'intercourse indirecte, au contraire, la navigation Française aura pour concurrents tous les pavillons étrangers indistinctement, ceux des Puissances de l'Europe Septentrionale, des Etats Unis d'Amérique, des Etats Italiens, de la Grèce, et de bien d'autres Puissances encore dont l'Angleterre elle-seule peut affronter la supériorité maritime. Evidemment nous ne saurions songer sérieusement à l'emporter sur tant de rivaux dans la navigation de circuit, et si, à la rigueur, il peut nous être donné, dans quelques rares occasions, spécialement favorables, d'apporter dans le Royaume Uni, sous notre pavillon, une cargaison embarquée dans un port étranger, nous ne pourrions nous faire illusion sur l'étendue réelle d'un semblable avantage, sans nous exposer à de promptes déceptions.

Appelés donc, comme nous le sommes, par le Gouvernement Britannique, à lui

accorder un juste équivalent pour les nouvelles faveurs qu'il vient d'assurer à notre navigation, nous n'avons pas pensé que l'admission de nos navires à importer, dans les ports du Royaume Uni, les produits de toute provenance distinctement, aux mêmes conditions que les navires nationaux, pût motiver de notre part une même assimilation des navires Anglais venant avec chargement d'un port autre que du Royaume Uni. A nos yeux, le principe de la réciprocité ainsi appliqué consacrerait en fait la plus grande inégalité. La France concéderait à l'Angleterre un traitement de faveur tout exceptionnel, traitement dont ne jouit chez nous d'une manière effective aucune autre nation Européenne, et que dans une occasion toute récente le Gouvernement de la République a dû refuser péremptoirement aux sollicitations pressantes du Gouvernement Belge. Et en retour d'une telle concession, qui exposerait notre navigation à une ruine presque certaine, la Grande Bretagne nous garantirait simplement le maintien d'un régime aujourd'hui applicable dans ses ports aux pavillons étrangers indistinctement? Le Gouvernement de la République, M. l'Ambassadeur, je le dis à regret, doit repousser de la manière la plus absolue cette partie des propositions du Cabinet de Londres: il ne pourrait y souscrire qu'en méconnaissant à la fois les principes fondamentaux de notre système maritime et les intérêts les plus vitaux de la navigation Française.

C'est dans cette pensée bien arrêtée que mon Département a rédigé les Articles III, IV, et VI du Projet ci-annexé, stipulant de part et d'autre au profit des navires respectifs venant avec chargement d'un pays tiers, et pour les cargaisons de ces mêmes navires, le traitement des nations Européennes les plus favorisées. L'Espagne et le Danemarc étant les seules Puissances Européennes qui jouissent en France, soit du traitement national, soit d'un traitement de faveur, dans le cas spécial dont il s'agit, et les Conventions d'où résulte en faveur de ces deux Puissances (en droit, il est vrai, bien plus qu'en fait) cette situation tout exceptionnelle, étant de nature à ne pouvoir être invoquées par aucun Gouvernement étranger pour l'application de la clause du traitement de la nation la plus favorisée, il est incontestable que la rédaction proposée pour les Articles III et VI précités n'impliquerait nullement l'assimilation *de plano* de la navigation Britannique à la navigation nationale quant aux transports effectués d'un pays étranger sur la France. Pour que cette assimilation eût lieu, il faudrait que la France, à l'imitation de ce qu'a fait déjà la Grande Bretagne, accordât à une ou plusieurs Puissances Européennes le traitement national, quelle que fût la provenance de leurs navires. Mais ressort-il de cela, M. l'Ambassadeur, que la stipulation projetée concéderait à la France seule des avantages actuels, tandisque la Grande Bretagne n'en retirerait au contraire qu'un avantage éventuel? Votre Excellence reconnaîtra sans peine, je l'espère, qu'il n'en est nullement ainsi. Aux termes de la législation actuellement en vigueur, les navires Britanniques important en France des produits d'un pays tiers destinés à la consommation intérieure, sont frappés d'une prohibition absolue. Par l'effet de la nouvelle Convention, stipulant dans le cas spécial le traitement réciproque de la nation la plus favorisée, cette disposition rigoureuse de notre régime maritime ferait place immédiatement, et de plein droit, au principe tout opposé de l'admission à la consommation des produits de toute nature et de toute origine importés sous pavillon Britannique d'un port quelconque du globe. Une semblable concession, dont la marine commerciale du Royaume Uni est en mesure de tirer le parti le plus avantageux, bien qu'elle laisse subsister momentanément, quant au taux des droits de douane ou de navigation, un traitement différentiel en faveur de la navigation nationale, nous paraît, en réalité, bien plus que l'équivalent de la concession plutôt nominale qu'effective résultant de la même stipulation au profit de la marine Française. Cette dernière marine en effet, par suite de son infériorité relative, se trouve, ainsi que je l'ai établi plus haut, dans l'impossibilité presque absolue de mettre à profit les facilités plus considérables qui sembleraient devoir être la conséquence de son assimilation pleine et entière aux pavillons des Puissances étrangères favorisées par la législation Britannique au point de jouir aujourd'hui, dans les ports du Royaume Uni, du même traitement absolument que la nation Britannique elle-même.

En ce qui concerne, en troisième lieu, le cabotage des deux pays, l'Article VIII du Projet réserve exclusivement, quant à présent, cette navigation spéciale au pavillon national. Néanmoins, pour l'avenir, et afin de faire profiter l'une ou l'autre des deux Puissances des modifications que viendraient à subir, même sous ce rapport, les législations respectives, un second paragraphe de l'Article précité contient à ce sujet une clause dont la pensée bienveillante n'échappera pas sans doute à l'attention du Gouvernement de la Reine. En outre, et dans le but de

satisfaire aux demandes souvent réitérées du Cabinet de Londres, et reproduites dans la dépêche d'un des prédécesseurs de votre Excellence. sous la date du 14 Mai, 1838, le Gouvernement de la République consentirait, par l'Article IX du Projet ci-joint, et sous condition seulement d'une exacte réciprocité, à ce que les navires Britanniques abordant dans le cour d'un même voyage, dans deux ou plusieurs ports de France, ne fussent plus assujétis, nonobstant la disposition formelle de la Loi du 27 Vendémiaire, an 2, à la perception des droits de navigation, ailleurs que dans le port de prime abord. L'Article X enfin du même Projet, répondant à un désir exprimé par votre Excellence dans sa lettre du 1er Mai dernier, est destiné à exempter réciproquement de tous droits de navigation les navires des deux pays en cas de relâche forcée ou volontaire, quelle que soit la provenance ou la destination des dits navires.

Je crois inutile d'insister sur la convenance des Articles XI et XII, le premier n'ayant d'autre but que d'assurer aux navires respectifs, dans les rapports de navigation entre les deux pays, la jouissance de tout avantage qui pourrait être concédé à un pavillon tiers, et le second ayant simplement pour objet de rendre les diverses stipulations projetées applicables dans les possessions Européennes respectives. Ces deux Articles sont d'ailleurs la reproduction à peu près littérale des Articles IV et VI de la Convention du 26 Janvier, 1826.

Il ne me reste donc maintenant, M. l'Ambassadeur, pour terminer cette analyse des propositions du Gouvernement de la République, qu'à signaler à votre attention le caractère conciliant des dispositions destinées à régir les rapports réciproques de navigation avec les Colonies respectives.

Aux termes des Articles XIII et XV du présent Projet, les Colonies Françaises, sans aucune exception, seront ouvertes à l'importation sous pavillon Britannique, aux mêmes conditions que sous pavillon Français, de toutes marchandises importées directement dans ces mêmes Colonies de quelque pays que ce soit soumis à la domination Britannique. Il n'est fait exception que pour les seuls articles qui, en vertu de la législation douanière, ne pourraient être importés dans ces Colonies et des dits pays même sous pavillon Français.

Pour apprécier toute la portée de cette concession, faite, bien entendu, à titre de réciprocité, il importe de remarquer que la France depuis 1826 a augmenté successivement, et dans une proportion notable, le nombre des productions étrangères dont l'admission directe est autorisée dans nos Colonies des Antilles, de l'Afrique Occidentale, et de la Mer des Indes. La création d'entrepôts dans la plupart de ces possessions a même rendu possible l'importation de tous produits indistinctement, du moins pour la réexportation. La concession du traitement national au pavillon Anglais dans l'intercourse entre nos Colonies et le pays de la domination Britannique offre donc dès aujourd'hui une réelle importance pour la navigation Britannique, et dans la voie libérale où le Gouvernement Français se montre de plus en plus résolu de marcher, il est facile de prévoir que les avantages résultant déjà actuellement de la stipulation précitée ne tarderont pas à s'accroître par la suite au profit du pavillon Britannique par des modifications successives du régime commercial de nos Colonies.

Comme vous le remarquerez d'ailleurs, M. l'Ambassadeur, l'Article XIII précité du Projet ci-annexé diffère sur un point essentiel de l'Article I Additionnel du Traité de 1826, en ce qu'il étend les effets de la stipulation du traitement national à toutes les Colonies de la France, y compris les possessions Françaises de l'Algérie. Le Gouvernement de la Reine, qui n'ignore pas à quel point le régime commercial actuellement en vigueur dans notre Colonie Africaine est favorable aux opérations du commerce étranger, puisqu'il n'est, pour ainsi dire, aucun article d'origine étrangère, produit naturel ou manufacturé, qui ne puisse y être importé directement de l'étranger, sous pavillon Français, moyennant des droits d'entrée beaucoup moindres que ceux du tarif général de la France, appréciera, j'en suis persuadé, toute la portée d'une stipulation qui tend à placer, pour ces mêmes importations effectuées d'un port Britannique à destination de l'Algérie, le pavillon Anglais absolument sur le même pied que le pavillon national. Pour se rendre compte des avantages que la navigation du Royaume Uni devra retirer d'une telle disposition, il suffit de se reporter à l'état de choses antérieur à l'établissement des droits différentiels dans les ports Algériens en vertu de l'Ordonnance Royale du 16 Décembre, 1843, et de rapprocher cette situation déjà si favorable pour le commerce Anglais, du mouvement actuel de la navigation Britannique sous l'empire du régime différentiel en vigueur depuis cette époque. Cette simple comparaison démontrera au Gouvernement Britannique que le Royaume Uni, après avoir expédié jusqu'en 1843,

une valeur moyenne de plus de dix millions de marchandises à destination de l'Algérie, commerce qui fournissait alors à sa marine un élément de frêt ne s'élevant guères à moins de 30,000 tonneaux annuellement, a vu décliner rapidement ces opérations si fructueuses, par le seul effet des taxes différentielles de navigation, au point de ne plus figurer, en 1845, sur les tableaux de nos douanes Africaines, que pour la somme minime de trois millions de francs de marchandises, offrant à la marine Anglaise le frêt extraordinairement réduit de 15,000 tonneaux seulement. Si tels ont été les résultats immédiats de la simple élévation, par l'Ordonnance du 16 Décembre, 1843, du droit de tonnage de 2 francs à 4 francs sur les navires Britanniques, quelles ne devront pas être à l'avenir les conséquences tout opposées de l'application aux navires Anglais, dans l'intercourse directe entre les ports Britanniques et l'Algerie, du traitement national? La navigation du Royaume Uui, en effet, par suite de cette stipulation, ne se retrouverait pas seulement sur le terrain déjà si favorable du régime antérieur aux aggravations de 1843; elle serait exonérée pleinement de l'ancien droit de 2 francs par tonneau, et jouirait, en outre, comme notre propre navigation, de l'exemption complète des surtaxes de pavillon perçues conformément aux dispositions de la Loi du 28 Avril, 1816.

J'en ai assez dit, M. l'Ambassadeur, pour convaincre le Gouvernement de la Reine des importants avantages que doivent ressortir, pour le commerce maritime du Royaume Uni, de l'extension à notre possession Africaine des stipulations coloniales insérées dans le Traité de 1826. Je crois, en conséquence, pouvoir exprimer la ferme confiance qu'au cas même où, en ce qui concerne nos autres possessions, on pourrait nous objecter encore comme en 1826, le maintien partiel des restrictions commerciales de notre régime colonial, restrictions déjà bien atténuées en fait, et dont les analogues se retrouvent au surplus, quoique à un moindre degré, dans la législation douanière de la plupart des Colonies Britanniques, le Cabinet de Londres ne méconnaîtra pas cependant le caractère essentiellement équitable de nos propositions actuelles, prises dans leur ensemble.

Jusqu'à présent, M. l'Ambassadeur, je n'ai entretenu votre Excellence que des concessions ayant trait à l'intercourse directe entre les ports Britanniques et nos Colonies ou possessions. Le Gouvernement de la République ne pouvant évidemment concéder à la marine du Royaume Uni la faculté de participer aux transports réservés entre la métropole et ses Colonies, tant que les intérêts généraux du pays n'auront pas démontré l'utilité d'une modification aussi radicale de notre système colonial, mon Département a dû se borner, dans la rédaction des Articles XIV et XVI, applicables à tous les cas d'intercourse avec les colonies respectives non prévus par les Articles XIII et XV précités, à stipuler réciproquement le traitement de la nation Européenne la plus favorisée. Par l'effet de cette stipulation, qui garantira simplement à la France la jouissance des avantages déjà accordés ou à accorder par la Grande Bretagne à toute autre Puissance dans ses rapports indirects avec les possessions Britanniques, la marine commerciale du Royaume Uni se trouvera réciproquement assurée d'être admise de plein droit à la participation de toute faveur générale ou particulière que nous jugerions par la suite pouvoir concéder à un ou plusieurs pays étrangers, en dehors même des relations directes entre ces pays et nos Colonies ou possessions.

Votre Excellence me permettra sans doute de m'arrêter ici dans l'exposé que je tenais à lui soumettre des principales dispositions du Projet de Traité ci-annexé. L'Article XVII ayant simplement pour objet de régler sur les bases d'une parfaite égalité, les conditions de la nationalité des bâtiments respectifs, de manière à ce que des navires de construction étrangère ne puissent point venir usurper des avantages réservés exclusivement à la marine nationale des deux Puissances, ne saurait en effet donner lieu à aucun développement de notre part, ni à aucune objection sérieuse, je l'espère, du côté de votre Gouvernement. Il en sera de même, je dois le croire, des Articles XVIII à XXX destinés à garantir à la Grande Bretagne le maintien des privilèges de juridiction et d'immunités que la France reconnaît en fait aux Agents Consulaires étrangers sous condition expresse de réciprocité, mais que le Gouvernement de la République, dans une occasion encore récente, s'est formellement déclaré dans l'obligation de retirer aux Consuls Britanniques, dans le cas où cette condition ne serait pas pleinement exécutée de la part du Gouvernement de la Reine à l'égard de nos propres Agents Consulaires résidant sur le territoire Britannique.

En résumé, M. l'Ambassadeur, le Gouvernement de la République offre à la Grande Bretagne le traitement national et la franchise complète de tous droits de navigation pour l'intercourse entre les deux pays, pour le commerce des entrepôts,

pour la navigation indirecte à la sortie, pour les transports entre les ports Britanniques et nos Colonies, y compris l'Algérie, enfin pour les navires sur lest et en relâche forcée ou volontaire, quelle que soit leur provenance ou leur destination. De plus, dans le seul cas où il ne lui paraît pas possible d'assimiler pleinement dès à présent le pavillon Britannique au pavillon national, celui de la navigation indirecte à l'entrée avec chargement, il propose de supprimer immédiatement toutes les restrictions ou prohibitions exceptionnelles qui grèvent actuellement la navigation du Royaume Uni, en lui garantissant, en outre, aussi bien dans nos Colonies que dans les ports de la métropole, la pleine jouissance de toutes les facilités qui sont ou seraient par la suite accordées à une Puissance étrangère. En retour de ces concessions, dont la plupart auront pour effet de placer la marine Britannique dans une situation de faveur qu'elle exploitera dès-à-présent sans concurrent sur le même pied absolument que le pavillon national, nous ne demandons, en définitive, au Gouvernement Britannique, que le bénefice du droit commun—que l'admission, en d'autres termes, de notre navigation à des faveurs qu'elle partagera non seulement avec le pavillon Anglais lui-même, mais avec les pavillons de toutes les Puissances maritimes du globe. Le Gouvernement de la République ne se fait certes pas illusion sur les résultats que devra produire nécessairement un arrangement de cette nature, mais il avait à cœur de démontrer au Gouvernement Britannique à quel point ses intentions tendent à assurer le maintien et l'extension des rapports commerciaux et maritimes entre les deux pays. C'est pour cela, M. l'Ambassadeur, que dans le Projet de Convention que je soumets avec confiance à l'appréciation du Gouvernement de la Reine, sans vouloir embarrasser la négociation d'arrière-pensées dissimulées ou de concessions ménagées, j'ai tenu, dès l'abord à faire connaître à votre Excellence l'extrême limite des modifications qu'il nous est possible d'apporter aux lois maritimes de la France en retour d'avantages éventuels dont le Cabinet de Londres lui-même ne saurait évidemment se dissimuler le peu d'importance relative, au point de vue exclusif de nos intérêts matériels,

Agréez, &c.

(Signé) GAL. DE LAHITTE.

Inclosure 2 in No. 6.

Draft of Convention between Great Britain and France.

Au nom de la très Sainte Trinité.

LE Président de la République Française, d'une part, et Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, d'autre part, animés d'un égal désir de rendre plus faciles les communications commerciales entre les deux pays, et persuadés que rien ne saurait contribuer davantage à l'accomplissement de leurs vœux mutuels à cet égard, que de simplifier et dégaliser les règlements respectivement en vigueur aujourd'hui, quant à la navigation de l'un et de l'autre pays, soit par l'abolition complète et réciproque de tous droits imposés sur les navires d'une des deux nations dans les ports de l'autre, autant, du moins, qu'une semblable mesure peut se concilier avec les interêts respectifs des deux pays; soit, dans tout autre cas, par l'admission réciproque dans les ports de l'un des deux Etats du pavillon de l'autre Etat au bénéfice de tous les avantages accordés, de part et d'autre, aux pavillons des nations étrangères les plus favorisées, ont nommé pour Plénipotentiaires, afin de conclure une Convention à cet effet, savoir:

Le Président de la République Française, &c. &c.;

Et Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, &c. &c.;

Lesquels, après s'être communiqué respectivement leurs pleins-pouvoirs trouvés en bonne et due forme, ont arrêté et conclu les Articles suivants:—

ARTICLE I.

Les bâtiments Français venant, avec chargement, directement de ports de France, et, sans chargement, de tous les ports quelconques, dans les ports du Royaume Uni, ou se rendant, avec ou sans chargement, des ports du Royaume Uni dans tous ports quelconques; et, réciproquement, les bâtiments Britanniques venant, avec chargement, directement des ports du Royaume Uni, et, sans chargement, de tous ports quelconques, dans les ports de France, ou se rendant, avec ou sans

chargement, des ports de France dans tous ports quelconques, seront affranchis complètement, dans les deux pays, à leur entrée, à leur sortie, et durant leur séjour, de tous droits portant sur la coque du navire, établis ou à établir dans un but fiscal ou pour l'entretien des ports respectifs, et perçus, sous quelque dénomination que ce soit, au nom ou au profit de l'Etat, d'une autorité ou d'une corporation locale, d'un établissement ou d'un particulier quelconque.

ARTICLE II.

Pour tout ce qui a trait aux droits de quarantaine, de pilotage, de courtage, de quaiage, de lestage, de bassin, et autres droits analogues ou semblables qui sont le prix de services réclamés, les bâtiments respectifs seront assimilés, à tous égards et dans tous les cas prévus par l'Article I, aux bâtiments nationaux les plus favorisés effectuant les mêmes voyages, quels que soient, d'ailleurs, les ports d'attache, les propriétaires, les capitaines, les équipages ou les consignataires de ces mêmes navires.

ARTICLE III.

Les navires Français venant, avec chargement, d'ailleurs que de France, d'un port quelconque du globe, dans les ports du Royaume Uni, et, réciproquement, les navires Britanniques venant, avec chargement, d'ailleurs que du Royaume Uni, d'un port quelconque du globe, dans les ports de France, seront traités, dans les deux pays, pour tout ce qui regarde les droits de navigation pésant sur la coque du navire, sous quelque dénomination que ce soit, perçus au nom ou au profit de l'Etat, des autorités ou corporations locales, d'un établissement ou d'un particulier quelconque, sur le même pied que les bâtiments des nations Européennes les plus favorisées effectuant des voyages indirects de même nature.

ARTICLE IV.

Toutes marchandises ou objets de commerce, quelle que soit leur nature ou leur origine, dont l'importation (soit pour la consommation, soit pour le transit), l'exportation ou la réexportation ne sera pas prohibée par la législation générale de l'un ou de l'autre pays, sous pavillon national, pourront également être importés, exportés, ou réexportés, dans les ports de France, sous pavillon Britannique, et, dans les ports du Royaume Uni, sous pavillon Français.

ARTICLE V.

Toutes marchandises et tous objets de commerce, sans distinction de nature ou d'origine, qui seront importés directement des ports de l'un des deux pays et par des bâtiments de ce même pays, ne seront assujétis, à leur entrée dans les ports respectifs, à d'autres ni à de plus forts droits quelconques de douane, de port, de péages, d'emmagasinage, de transit, d'octroi maritime ("town dues"), ou autres droits analogues ou semblables, quelle qu'en soit la dénomination, que si l'importation en avait lieu, dans les mêmes cas, par les bâtiments nationaux les plus favorisés, tels qu'ils sont désignés dans l'Article II de la présente Convention.

ARTICLE VI.

Les marchandises et objets de commerce qui seront importés d'ailleurs que de France, dans un port du Royaume Uni, sous pavillon Français, et d'ailleurs que du Royaume Uni, dans un port de France, sous pavillon Britannique, ne seront tenus de payer, à leur entrée dans les ports respectifs, soit pour la mise en consommation, soit pour le transit ou la réexportation, d'autres ni de plus forts droits quelconques de douane, de port, de péages, d'emmagasinage, de transit, d'octroi maritime ("town dues"), ou autres droits semblables ou analogues, quelle qu'en soit la dénomination, que s'ils étaient importés dans les mêmes cas par les bâtiments des nations Européennes les plus favorisées effectuant des transports indirects de même nature.

ARTICLE VII.

Toutes marchandises et tous objets de commerce exportés ou réexportés du Royaume Uni, sous pavillon Français, à toute destination indistinctement; et, réciproquement, toutes marchandises et tous objets de commerce exportés [ou réexportés?] de France, sous pavillon Britannique, à toute destination indistincte-

ment, ne seront assujétis, à leur sortie des ports respectifs, à d'autres ni à de plus forts droits quelconques de douane, de port, de péages, d'octroi maritime (" town dues "), ou autres droits semblables ou analogues, quelle qu'en soit la dénomination, que si l'exportation ou la réexportation en avait lieu, dans les mêmes cas, par les bâtiments nationaux les plus favorisés, tels qu'ils sont désignés dans l'Article II de la présente Convention.

Les mêmes primes, remboursements de droits, drawbacks, et autres avantages de ce genre, assurés par les réglements de l'un ou de l'autre Etat, seront, d'ailleurs, réciproquement accordés, de part et d'autre, aux dites marchandises ou objets de commerce ainsi exportés ou réexportés des ports du Royaume Uni, sous pavillon Français, et, des ports de France, sous pavillon Britannique.

ARTICLE VIII.

Il est expressément entendu que les Articles précédents ne sont point applicables à la navigation de côte ou cabotage de chacun des deux pays, navigation que l'une et l'autre des deux Hautes Parties Contractantes réservent exclusivement au pavillon national. Néanmoins, si, par la suite, l'une de ces Parties accordait, sous ce rapport, quelque faveur à la navigation étrangère, cette faveur deviendrait immédiatement commune à la navigation de l'autre Partie, laquelle en jouirait de plein droit si elle a été accordée par mesure générale, ou en donnant l'équivalent si la concession n'a été faite qu'à titre exceptionnel et moyennant compensation.

ARTICLE IX.

Les dispositions du précédent Article ne devront pas être interprétées comme mettant obstacle à ce que les navires de l'un des deux Etats abordent, dans le cours du même voyage, dans deux ou plusieurs ports de l'autre Etat, soit pour y déposer successivement des parties d'une même cargaison destinée à l'importation, soit pour y composer ou compléter leurs chargements de sortie.

Dans ces deux cas, et lorsqu'il y aura lieu, en vertu des Articles précédents, à la perception des droits de navigation, les navires Français ou Britanniques, qui justifieront de les avoir déjà acquittés dans le port de prime abord, seront réciproquement affranchis de ces mêmes droits et de toutes charges locales quelconques dans les ports des deux Etats.

ARTICLE X.

Les navires de l'un des deux pays qui, entrés avec chargement dans un port de l'autre, soit volontairement, soit en relâche forcée, en sortiront sans avoir fait aucune opération de commerce, y seront complètement affranchis de tous droits de navigation, quelle que soit la provenance ou la destination de ces navires, étant, d'ailleurs, à tous autres égards, assimilés aux navires nationaux les plus favorisés.

Ne seront pas considérés, en cas de relâche forcée, comme opération de commerce, le débarquement et le rechargement des marchandises pour la réparation des navires ; le transbordement sur un autre navire, en cas d'innavigabilité du premier ; les dépenses nécessaires au ravitaillement des équipages et la vente des marchandises avariées, lorsque les administrations des douanes respectives en auront donné l'autorisation.

ARTICLE XI.

Il est réciproquement convenu entre les Hautes Parties Contractantes, que dans les rapports de navigation entre les deux pays, aucun tiers pavillon ne pourra, dans aucun cas, obtenir des conditions plus favorables que celles qui sont stipulées, dans la présente Convention, en faveur des navires Français et Britanniques.

ARTICLE XII.

Les stipulations des Articles qui précèdent seront réciproquement mises à exécution dans toutes les possessions des deux Hautes Parties Contractantes en Europe, les navires provenant de ces mêmes possessions et leurs chargements étant d'ailleurs admis à jouir, dans les mêmes cas et sous les mêmes conditions, de tous les avantages stipulés par les dits Articles en faveur des navires et des chargements provenant d'un port de France ou d'un port du Royaume Uni.

ARTICLE XIII.

A dater du et après cette époque, les navires Français pourront faire voile, de quelque port que ce soit des pays soumis à la domination Française, pour toutes les Colonies du Royaume Uni (y compris celles possédées par la Compagnie des Indes), et importer, dans ces Colonies ou Possessions, toutes marchandises (produits du sol ou de l'industrie de la France ou de quelque pays que ce soit soumis à la domination Française), à l'exception de celles dont l'importation dans ces Colonies ou Possessions serait prohibée ou ne serait permise que des pays soumis à la domination Britannique ; et les dits navires Français et les dites marchandises Françaises importées sur ces navires ne seront pas assujétis, dans les dites Colonies ou Possessions du Royaume Uni, à des droits plus élevés ni à d'autres droits que ceux auxquels seraient assujétis les navires Britanniques quelconques important les dites marchandises de quelque pays étranger que ce soit, et les dites marchandises elles-mêmes.

Il sera accordé réciproquement dans toutes les Colonies de la France (y compris les Possessions Françaises de l'Algérie), les mêmes facilités quant à l'importation, sur navires Britanniques, de toutes marchandises (produits du sol ou de l'industrie du Royaume Uni ou de quelque pays que ce soit soumis à la domination Britannique), à l'exception de celles dont l'importation dans ces Colonies ou Possessions serait prohibée ou ne serait permise que des pays soumis à la domination Française.

ARTICLE XIV.

Dans tous les cas non prévus par les dispositions du précédent Article, les navires Français et leurs chargements, et, réciproquement, les navires Britanniques et leurs chargements, seront admis dans les Colonies ou Possessions respectives, quelle que soit la provenance des dits navires ou l'origine des dites marchandises importées, sur le même pied que les navires de toute autre nation Européenne la plus favorisée effectuant des opérations analogues ou semblables.

ARTICLE XV.

A dater de la même époque du , les navires Français pourront exporter de toutes les Colonies du Royaume Uni (y compris celles possédées par la Compagnie des Indes) toutes marchandises dont l'exportation de ces Colonies, à destination d'un pays étranger quelconque, ne serait point prohibée, et les dits navires et les dites marchandises exportées sur ces navires ne seront pas assujétis à des droits plus élevés ou à d'autres droits que ceux auxquels seraient assujétis les navires Britanniques exportant les dites marchandises, et les dites marchandises elles-mêmes.

Il sera accordé réciproquement, dans toutes les Colonies de la France (y compris les Possessions Françaises de l'Algérie) les mêmes facilités pour l'exportation sur navires Britanniques de toutes marchandises dont l'exportation de ces Colonies à destination d'un pays étranger ne serait point prohibée.

ARTICLE XVI.

Dans tous les cas non prévus par l'Article précédent, les navires Français et les navires Britanniques pourront, réciproquement, exporter des Colonies respectives, à toute destination, toutes marchandises, qu'elle qu'en soit la nature ou l'origine, aux mêmes conditions que les navires de toute autre nation Europeénne la plus favorisée.

ARTICLE XVII.

Il est convenu que, pour jouir des avantages stipulés par la présente Convention, les navires des deux Etats devront, réciproquement, avoir été construits dans les ports Européens ou Coloniaux de l'une ou de l'autre Partie Contractante, et remplir, en outre, les autres conditions de propriété et d'armement déterminées par les législations respectives pour la nationalité des navires marchands.

ARTICLE XVIII.

Les Consuls-Généraux, Consuls, et Vice-Consuls nommés par la France dans la Grande Bretagne ou dans les Possessions Britanniques, et, par la Grande Bretagne, en France ou dans les Possessions Françaises, seront, réciproquement,

admis et reconnus en présentant leurs provisions selon la forme établie dans les territoires respectifs. L'exequatur nécessaire pour le libre exercice de leurs fonctions leur sera délivré sans frais, et sur l'exhibition du dit exequatur, les autorités administratives et judiciaires des ports, villes ou lieux de leur résidence les y feront jouir immédiatement des prérogatives attachées à leurs fonctions, dans leur arrondissement Consulaire respectif.

ARTICLE XIX.

Les Consuls-Généraux, Consuls, et Vice-Consuls respectifs, ainsi que leurs Chanceliers et Secrétaires, jouiront, dans les deux pays ou dans les Possessions respectives, des privilèges généralement attribués à leur charge, tels que l'exemption des logements militaires, et celle de toutes les contributions directes tant personnelles que mobilières ou somptuaires, ordinaires ou extraordinaires; à moins, toutefois, qu'ils ne soient citoyens du pays dans lequel ils résident, ou qu'ils ne fassent le commerce, pour lesquels cas ils seront soumis aux mêmes taxes, charges, et contributions que les autres particuliers.

Il est bien entendu que les contributions auxquelles l'un de ces agents pourrait être sujet à raison des propriétés foncières qu'il posséderait en France ou dans la Grande Bretagne, ne sont point comprises dans l'exemption ci-dessus mentionnée.

ARTICLE XX.

Les Consuls-Généraux, Consuls, et Vice-Consuls respectifs jouiront, en outre, de l'immunité personnelle, en ce sens qu'ils seront soustraits à la juridiction locale pour tout ce qui concerne les actes accomplis dans l'exercice de leurs fonctions. Ils ne pourront, d'ailleurs, être arrêtés, traduits en prison, ni même poursuivis devant les tribunaux du pays où ils résident, hors le cas de crime atroce, de délit flagrant, ou d'engagements commerciaux.

Ils pourront placer au-dessus de la porte extérieure de leur maison, un tableau aux armes de leur nation, avec une inscription portant ces mots, "Consul de France," ou " Consul de la Grande Bretagne;" et aux jours de solennités publiques nationales ou religieuses, ils pourront aussi arborer sur la maison Consulaire un pavillon aux couleurs de leur pays. Il est bien entendu que ces marques extérieures ne pourront jamais être interprétées comme constituant un droit d'asile, mais serviront, avant tout, à désigner aux matelots ou aux nationaux l'habitation Consulaire.

Les Consul-Généraux, Consuls, et Vice-Consuls, et leurs Chanceliers et Secrétaires, ne pourront être sommés à comparaître comme témoins devant les tribunaux. Quand la justice du pays aura besoin de prendre quelque déclaration juridique de leur part, elle devra la leur demander par écrit ou se transporter à leur domicile pour la recevoir de vive voix.

En cas de décès, d'empêchement ou d'absence des Consuls-Généraux, Consuls, ou Vice-Consuls, leurs Chanceliers ou Secrétaires seront, de plein droit, admis à gérer, par interim, les affaires des dits Consulats-Généraux, Consulats, ou Vice-Consulats, sans empêchement ni obstacle de la part des autorités locales, qui leur donneront, au contraire, dans ce cas, toute aide et assistance.

ARTICLE XXI.

Les archives et, en général, tous les papiers des chancelleries des Consulats respectifs seront inviolables; et sous aucun prétexte ni dans aucun cas ils ne pourront être saisis ni visités par l'autorité locale.

ARTICLE XXII.

Les Consuls respectifs seront libres d'établir des Agents Consulaires ou Vice-Consuls dans les différents ports, villes ou lieux de leur arrondissement Consulaire, où le bien du service qui leur est confié l'exigera, sauf, bien entendu, l'approbation et l'exequatur du Gouvernement territorial. Ces agents pourront être indistinctement choisis parmi les citoyens des deux pays comme parmi les étrangers, et seront munis d'un brevet délivré par le Consul qui les aura nommés et sous les ordres duquel ils devront être placés. Ils jouiront, d'ailleurs, des mêmes privilèges et immunités stipulés par la présente Convention en faveur des Consuls, sauf les exceptions consacrées par l'Article XIX précédent.

ARTICLE XXIII.

Les Consuls-Généraux, Consuls, et Vice-Consuls respectifs auront le droit de recevoir, dans leur chancellerie ou à bord des navires, les déclarations et autres actes que les capitaines, équipages, passagers, négociants, ou citoyens de leur nation voudront y passer, même leurs testaments ou dispositions de dernière volonté, et tous autres actes notariés. Les expéditions des dites actes dûment légalisées par les Consuls-Généraux, Consuls, ou Vice-Consuls, et munies du cachet officiel de leur Consulat, feront foi en justice devant tous tribunaux, juges et autorités de France et de la Grande Bretagne, au même titre que les originaux, et auront respectivement la même force et valeur que s'ils avaient été passés devant les notaires, écrivains ou autres officiers publics compétents du pays, alors même que les dits actes auraient pour objet de conférer hypothèque.

ARTICLE XXIV.

Les Consuls-Généraux, Consuls, et Vice-Consuls respectifs pourront, au décès de leurs nationaux morts sans avoir testé ni désigné d'exécuteur testamentaire, 1, apposer les scellés, soit d'office, soit à la requête des parties intéressées, sur les effets mobiliers et les papiers du défunt, en prévenant, d'avance, de cette opération, l'autorité locale compétente, qui pourra y assister et même, si elle juge convenable, croiser de ses scellés ceux qui auront été apposés par le Consul, et dès-lors, ces doubles scellés ne pourront être levés que de concert; 2, dresser, aussi en présence de l'autorité compétente du pays si elle croit devoir s'y présenter, l'inventaire de la succession; 3, faire procéder, suivant l'usage du pays, à la vente des effets mobiliers en dépendant; enfin, administrer et liquider personnellement, ou nommer, sous leur responsabilité, un agent pour administrer et liquider la dite succession, sans que l'autorité locale ait à intervenir dans ces nouvelles opérations, à moins qu'un ou plusieurs citoyens du pays dans lequel serait ouverte la succession ou les citoyens d'une tierce Puissance n'aient à faire valoir des droits dans cette même succession; auquel cas, s'il survient quelques difficultés entre les intéressés, elles seront jugées par les tribunaux du pays, le Consul agissant alors comme représentant de la succession.

Mais les dits Consuls-Généraux, Consuls, ou Vice-Consuls seront tenus de faire annoncer la mort du défunt dans une des gazettes qui se publient dans l'étendu de leur arrondissement; et ils ne pourront faire la délivrance de la succession ou de son produit aux héritiers légitimes ou à leurs mandataires qu'après avoir fait acquitter toutes les dettes que le défunt pourrait avoir contractées dans le pays, ou qu'autant qu'une année se sera écoulée depuis la date du décès, sans qu'aucune réclamation ait été présentée contre la succession.

ARTICLE XXV.

En tout ce qui concerne la police des ports, le chargement ou le déchargement des navires, la sûreté des marchandises, biens et effets, les citoyens des deux pays seront respectivement soumis aux lois et statuts du territoire.

Cependant les Consuls respectifs seront exclusivement chargés de l'ordre intérieur à bord des navires de commerce de leur nation, et connaîtront seuls de tous les différends qui surviendraient entre les hommes, le capitaine et les officiers de l'équipage. Mais les autorités locales pourront intervenir lorsque les désordres survenus seront de nature à troubler la tranquillité publique à terre ou dans les ports, et pourront également connaître de ces différends lorsqu'une personne du pays ou une personne étrangère à l'équipage s'y trouvera mêlée.

ARTICLE XXVI.

Les Consuls-Généraux, Consuls, Vice-Consuls, et Agents Consulaires de chacune des deux Hautes Parties Contractantes résidant dans les Etats de l'autre recevront des autorités locales toute aide et assistance pour la recherche, saisie et arrestation soit des déserteurs des navires de guerre ou de commerce de leurs pays respectifs, soit des marins inculpés de crimes, délits ou contraventions commis à bord des dits bâtiments.

A cet effet ils s'adresseront, par écrit, aux tribunaux, juges ou fonctionnaires compétents, et justifieront, par l'exhibition des registres du bâtiment, rôle d'équipage ou autres documents officiels, ou bien, si le navire était parti, par la copie des dites

pièces dûment certifiée par eux, que les hommes qu'ils réclament ont réellement fait partie du dit équipage.

Sur cette demande ainsi justifiée, la remise ne pourra leur être refusée.

Les dits déserteurs ou inculpés, lorsqu'ils auront été arrêtés, resteront à la disposition des Consuls-Généraux, Consuls, Vice-Consuls, ou Agents Consulaires, et pourront même être détenus et gardés dans les prisons du pays, à la réquisition et aux frais des agents précités, jusqu'au moment où ils seront réintégrés à bord du bâtiment auquel ils appartiennent, ou jusqu'à ce que les dits agents aient trouvé une occasion de les faire embarquer sur un navire de la même ou de toute autre nation.

Si, pourtant, cette occasion ne se présentait point dans le délai de trois mois à compter du jour de l'arrestation, ou si tous les frais de leur emprisonnement n'étaient pas acquittés par la partie à la requête de laquelle l'arrestation a été opérée, les dits déserteurs seront remis en liberté sans qu'ils puissent être arrêtés de nouveau pour la même cause.

Néanmoins si le déserteur ou inculpé avait commis en outre quelque délit nouveau durant son séjour à terre, son extradition pourra être différée par les autorités locales jusqu'à ce que le tribunal compétent ait dûment statué sur le dernier délit et que le jugement intervenu ait reçu son entière exécution.

Il est également entendu que les marins, sujets du pays où la désertion a lieu, sont exceptés des stipulations du présent Article.

ARTICLE XXVII.

Toutes les opérations relatives au sauvetage des navires Français naufragés sur les côtes de la Grande Bretagne ou de ses Possessions seront dirigées par les Consuls-Généraux, Consuls, Vice-Consuls, ou Agents Consulaires de France, et, réciproquement, les Consuls-Généraux, Consuls, Vice-Consuls, et Agents Consulaires de la Grande Bretagne dirigeront les opérations relatives au sauvetage des navires de leur nation naufragés ou échoués sur les côtes de France ou de ses Possessions.

L'intervention des autorités locales aura seulement lieu dans les deux pays pour maintenir l'ordre, garantir les intérêts des sauveteurs, s'ils sont étrangers aux équipages naufragés, et assurer l'exécution des dispositions à observer pour l'entrée et la sortie des marchandises sauvées. En l'absence et jusqu'à l'arrivée des Consuls-Généraux, Consuls, Vice-Consuls, ou Agents Consulaires, les autorités locales devront, d'ailleurs, prendre toutes les mesures nécessaires pour la protection des individus et la conservation des effets naufragés.

Il est, de plus, convenu que les marchandises sauvées ne seront tenues à aucun droit de douanes, à moins qu'elles ne soient admises à la consommation intérieure.

ARTICLE XXVIII.

Toutes les fois qu'il n'y aura pas de stipulations contraires entre les armateurs, les chargeurs et les assureurs, les avaries que les navires des deux pays auraient éprouvées en mer et en se rendant à l'un des ports respectifs seront réglées par les Consuls-Généraux, Consuls, Vice-Consuls, ou Agents Consulaires de leur nation ; à moins cependant que les habitants du pays où résideraient les dits agents ne se trouvent intéressés dans ces avaries, auquel cas, à moins de compromis amiable entre toutes les parties intéressés, elles devraient être réglées par l'autorité locale.

ARTICLE XXIX.

Les Consuls-Généraux, Consuls, et Vice-Consuls respectifs, ainsi que leurs Chanceliers ou Secrétaires, jouiront dans les deux pays, et sous condition de réciprocité, de tous les autres privilèges, exemptions et immunités qui seraient déjà accordées ou qui pourraient par la suite être concédés aux agents du même rang de la nation la plus favorisée.

ARTICLE XXX.

La présente Convention sera en vigueur pendant dix ans à dater du
et, au-delà de ce terme, jusqu'à l'expiration de douze mois après que l'une des Hautes Parties Contractantes aura annoncé à l'autre son intention d'en faire cesser les effets.

ARTICLE XXXI.

La présente Convention sera ratifiée, et les ratifications en seront échangées dans l'espace de deux mois, ou plus tôt si faire se peut.

En foi de quoi, &c.

No. 7.

M. Drouyn de Lhuys to Viscount Palmerston.

Milord, *Londres, le* 19 *Mars*, 1850.

COMMUNICATION ayant été donnée à mon Gouvernement de la lettre que votre Excellence avait adressée à M. de Montherot le 21 Janvier dernier, relativement à une décision de la douane de Newcastle, impliquant le maintien du droit de 4 shillings par tonne sur l'exportation des houilles d'Angleterre sous pavillon Français pour une destination autre que la France, j'ai été chargé de vous présenter de nouvelles observations à ce sujet, et de vous demander en même tems quelques explications sur la portée générale de l'Acte du 26 Juin, 1849, dont une des conséquences nous semble devoir être la suppression de cette surtaxe.

En effet, Milord, si, comme nous sommes autorisés à le croire, le but de cet Acte a été non seulement de lever les prohibitions inscrites il y a deux siècles dans les lois maritimes du Royaume Uni, mais d'effacer de plein droit tout traitement différentiel entre les pavillons Britanniques et étrangers, on a de la peine à comprendre pourquoi cette taxe n'aurait pas été supprimée comme les autres.

" C'est que," disiez-vous dans la lettre précitée, " n'ayant pas été établie par les lois de navigation, cette taxe ne saurait être abolie par le retrait général de ces mêmes lois ;" vous ajoutiez, " qu'ayant été imposée dans un but purement fiscal et perçue, dans le principe, aussi bien des navires Britanniques que des navires étrangers, elle ne pourrait être supprimé que par un Acte du Parlement rendu expressément à cet effet."

Nous ne faisons aucune difficulté de reconnaître que le droit de sortie sur les houilles n'a pas été établi directement par les actes qui ont été abolis d'une manière expresse par le Bill de 1849 ; mais nous croyons néanmoins pouvoir maintenir, que du moment où le pavillon Britannique a été affranchi de ce droit par la Loi du 29 Avril, 1845 (8 & 9 Vict. c. 7), la taxe de 4 shillings constitue en fait un véritable droit différentiel en faveur de la navigation nationale.

Nous ne contesterons pas que le droit de sortie sur les houilles n'ait eu pour but, dans le principe, d'accroître les revenus de la Grande Bretagne. Ce devait être en effet un source considérable de revenu lorsqu'il se percevait indistinctement sur tous les pavillons étrangers et sur le pavillon Anglais lui-même ; mais du jour où la Grande Bretagne, revenant à la législation différentielle établie pour la première fois de 1834 à 1842, a détruit par l'Acte du 29 Avril, l'uniformité de son tarif sur les houilles, et s'est décidée à faire payer exclusivement par les navires étrangers une taxe de 4 shillings par tonne, dont le pavillon Britannique serait exempt, cette taxe, dans l'origine purement fiscale, a pris un tout autre caractère, et a constitué désormais un droit essentiellement protecteur pour la marine commerciale de l'Angleterre.

Le Gouvernement Britannique s'est si bien rendu compte de cette transformation qu'il n'a pas hésité à affranchir *de plano* du droit de sortie dont il s'agit, les navires de toutes les Puissances qui, par des Traités de Réciprocité, s'étaient assurés dans les ports du Royaume Uni le bénéfice du traitement national. La navigation Française elle-même fut exemptée du paiement de ce droit pour l'intercourse directe entre les deux pays, et cela sans aucune réclamation de notre part, sans qu'il fût besoin de faire rendre à cet effet aucun Acte du Parlement spécial, mais simplement en exécution des clauses du Traité de 1826, qui interdisent à la Grande Bretagne de percevoir à l'exportation des produits Anglais à destination de France, des droits différentiels sur le pavillon Français. Si le Traité de 1826, au lieu de limiter la stipulation du traitement national aux seules exportations directes, en avait étendu l'application aux exportations même indirectes, il n'est pas permis de douter que le droit de sortie sur les houilles étant supprimé en 1845 à l'égard du pavillon Britannique pour toute destination indistinctement, n'eût été aboli pareillement à cette époque, à l'égard de nos bâtiments, d'une manière absolue. Il faut donc le

reconnaître, le droit de sortie dont il s'agit est aujourd'hui un droit purement protecteur dans son action et dans ses effets. Applicable aux navires étrangers seuls, il a toujours cessé de les frapper dès qu'une action diplomatique les a garantis, dans les ports du Royaume Uni, contre la perception des droits de navigation différentiels; enfin il paraît d'autant plus difficile d'attribuer aux droits en question un but exclusivement fiscal, que, en fait, les navires de presque toutes les Puissances maritimes, la France exceptée, étant affranchis depuis longtemps de ce droit par suite d'une assimilation complète aux navires Britanniques, même pour l'intercourse indirecte, la recette annuelle à laquelle la perception donnerait lieu au profit du trésor Britannique serait presque insignifiante.

Il nous semble avoir prouvé, Milord, que le maintien de cette surtaxe à l'égard du pavillon Français (tant que le Gouvernement de la Reine n'aura pas fait usage des pouvoirs extraordinaires conférés par les Articles 10 et 11 de l'Acte de 1849) constitue une infraction directe aux dispositions de cet Acte, tel qu'il nous semble devoir être compris par suite des déclarations qui lui ont servi de commentaire. Mais, même en admettant que le Cabinet Anglais se refuse à accepter cette large interprétation, cette surtaxe ayant été supprimée de plein droit et à titre de réciprocité à l'égard des navires de la plupart des Puissances étrangères, même sous le régime antérieur à l'Acte de 1849, nous croyons qu'au même titre nous devrions en être affranchis. N'est-ce pas en effet ce qui existe en France à l'égard du pavillon Britannique, les navires du Royaume Uni pouvant actuellement exporter de nos ports tous produits et objets de commerce à toute destination indistinctement, sans être assujétis à des droits de douane ou de navigation autres ni plus élevés que les navires nationaux?

Le maintien de cette surtaxe ne saurait donc se justifier à aucun point de vue. Elle est contraire, selon nous, à la pensée fondamentale de l'Acte de 1849; elle ne peut sérieusement se défendre qu'en enlevant à cet Acte toute portée réformatrice ou libérale; enfin, même dans cette hypothèse, elle contredit ouvertement le principe de réciprocité. Au reste, ce n'est pas là, my Lord, le seul point que nous ayons à régler pour établir les relations commerciales entre la France et l'Angleterre, sur un pied conforme à l'équité ainsi qu'à l'intérêt des deux pays. Vous avez connaissance déjà depuis quelque tems de la note que mon Gouvernement a adressé le 30 Janvier dernier au Marquis de Normanby avec un Projet de Convention.

Muni des pleins-pouvoirs qui m'autorisent à signer immédiatement un arrangement sur les bases proposées par le Gouvernement de la République, ou à ouvrir au préalable des conférences verbales avec les Plénipotentiaires de Sa Majesté Britannique, j'ai l'honneur de prier votre Excellence de vouloir bien faire désigner le plus tôt qu'il sera possible par le Gouvernement de la Reine, le Plénipotentiaire avec lequel je devrai entrer en négociations.

Je saisis, &c.

(Signé) DROUYN DE LHUYS.

No. 8.

Viscount Palmerston to M. Drouyn de Lhuys.

M. l'Ambassadeur, *Foreign Office, May* 11, 1850.

I HAVE referred to the proper Department of Her Majesty's Government your Excellency's letter of the 19th of March containing some further representations which you have been instructed by your Government to make against the continuance of the export duty of 4*s*. per ton which is levied in Great Britain on coals exported in French vessels to ports out of France.

Your Excellency's letter also refers to the draft of a proposed Commercial Convention between Great Britain and France, which the French Minister for Foreign Affairs transmitted to the Marquis of Normanby on the 30th of January last; and you state that you are provided with full-powers, authorizing you either to sign a Treaty at once upon the terms proposed by the French Government or to confer respecting that subject with Plenipotentiaries named on the part of Great Britain.

With regard to the export duty on coals, I have the honour to state that Her Majesty's Government admit that although that duty was originally imposed for fiscal purposes only, it now constitutes a differential duty imposed upon the ships

of certain countries whose ships are not entitled to be placed in British ports upon the same footing as British ships; Her Majesty's Government, however, never intended that this duty should be abolished by the Navigation Act of last year, nor do the provisions of that Act in any way abolish or affect this duty. This duty, therefore, still continues to be levied on the ships of all countries which have not made Treaties with Great Britain upon the principle of entire reciprocity as to the treatment of their respective ships.

Moreover, in considering the subject it would be necessary to take into account the unequal nature of the duties levied on the importation of British coal into France, as well as the differential duties levied on the export of coal from the United Kingdom, and Her Majesty's Government might justly represent that the former of these duties are adjusted so as to constitute a differential duty specially weighing against British coal, and arising from French legislation, and not from any want of reciprocity on the part of Great Britain, whereas the latter duty does not apply specially to France, and would cease to apply to her if she were to consent to the principle of entire reciprocity as to the treatment of the ships of each country in the ports of the other; but as it is to be hoped that the overtures lately made by the French Government may lead to the conclusion of a Commercial Treaty satisfactory to both parties, I abstain from entering at present into any further argument respecting the coal duties in France. I proceed therefore to consider the draft of Treaty which was transmitted to Lord Normanby by General de Lahitte, and which the French Government propose to substitute for the Treaty between Great Britain and France of the 26th of January, 1826.

Her Majesty's Government understand the general principles of the proposed Treaty, so far as it relates to commerce and navigation, to be—

1st. That French and English vessels should be placed on a footing of the most perfect equality in the direct trade between the two countries;

2nd. That this equality should also extend to the export trade of both countries, and to trade from the warehouse; and

3rd. That in regard to the indirect trade and the colonial trade, each country should confer upon the ships of the other the same privileges as are enjoyed by the ships of the most favoured nation.

With regard to the first of these principles, namely, that British and French ships trading directly between Great Britain and France should be placed on a footing of perfect equality, Her Majesty's Government entirely concur in what is stated by the French Government on this subject, that principle being the same which has been already established by the 1st and IInd Articles of the Treaty of 1826, and the terms of those Articles appear to Her Majesty's Government exactly to meet this part of the case; but it seems that although the French Government are satisfied with the wording of those Articles, yet they complain that the equality of treatment therein established is practically defeated by certain local privileges, immunities and exemptions which are alleged to prevail in the principal ports of Great Britain; and the French Government therefore propose, as a new arrangement, that ships trading directly between the two countries should be entirely exempted from the payment of navigation dues whatsoever.

In reply to this complaint and to the proposal made by the French Government in order to obviate it, I have to state first, that the Board of Trade have not been able to ascertain what are the particular infractions of the Treaty of 1826 of which the French Government complain, and the Board of Trade has therefore requested to be furnished with the details of some case of the kind, in order that steps may be taken for investigating the matter, and for removing any just cause of complaint on the part of France; and secondly, that such an arrangement as that now proposed by the French Government would abolish the dues levied in the ports of the United Kingdom not only on British and French vessels engaged in the direct trade, but also on the vessels of all other countries, inasmuch as all our Treaties with foreign Powers stipulate that in this trade their vessels shall be admitted on the same terms as British vessels. But the loss of revenue thus occasioned would fall on private corporations and individuals who would have just claim to be compensated out of the general revenue of the United Kingdom, and thus the proposed abolition would be attended with a great expense, which it would be quite impossible for Her Majesty's Government to propose to Parliament.

It appears therefore to Her Majesty's Government, that a simple renewal of the stipulations contained in Articles I and II of the Treaty of 1826 would be the best mode of providing that French ships employed in the direct trade between

France and Great Britain shall be placed in British ports upon a footing of perfect equality with British ships.

As respects the export trade from the warehouse, the French proposition is quite in accordance with the views of Her Majesty's Government.

The Articles in the French draft relating to colonial trade do not state distinctly whether it is proposed merely that British vessels should be allowed to import into France from the British colonies all articles which are admissible from those Colonies in French vessels, or whether it is proposed that British vessels should be allowed to import those articles into France on the same terms on which they are to be imported in French vessels. But as Her Majesty's Government presume that this last is the intention of the French Government, they would suggest that this meaning should be more clearly expressed in the proposed Treaty.

With respect to the Articles of the French draft relating to the trade to be carried on in the ships of each country arriving in the ports of the other, or in the ports of its colonies, from the ports of any third country, Her Majesty's Government regret that they cannot assent to the French proposal that each country should place the vessels of the other on the footing of the most favoured European nations; because, though this proposal has in terms the appearance of equality, yet if it were not accompanied with some reservation, it would give an undue advantage to French navigation. For Great Britain places the vessels of several Enropean nations on the same footing as her own, while France does not do so; and therefore a stipulation of the nature above described would bind Great Britain to admit French vessels to all the privileges of her own national ships, while it would leave France free to impose upon English shipping differential duties and other restrictions which would not apply to French vessels. Her Majesty's Government could not accept this proposal unless the French Government would consent to the addition of an Article reserving to either country the right of laying upon the vessels of the other, any differential duty or restriction which might fairly counteract any duty or restriction imposed upon its vessels by the other party; but under such conditions Her Majesty's Government would agree to the Articles respecting indirect trade, which have been proposed by the French Government, so far as those Articles relate to matters of navigation.

As, however, the above-mentioned reservation would give to Great Britain the right of exercising the discretionary power granted by the recent Navigation Act of imposing countervailing duties upon French commerce, I think it right to assure your Excellency that in no case would Her Majesty be advised to have recourse to that power without ample notice being previously given to the Government of France.

With respect to Article XVII of the French Draft, which provides that for the purposes of the proposed Treaty, ships to be deemed national vessels must have been built in the European or Colonial ports of the country to which they belong, I have to state that Her Majesty's Government would propose some alterations in that Article, because the English law does not acknowledge any distinction between vessels of British and vessels of foreign build, but equally admits both to the advantages of British register, provided they are owned by British subjects.

The twelve subsequent Articles of the draft prescribe rules for the reciprocal treatment of French and British Consuls in British and in French territory; and upon this matter I have to state that Her Majesty's Government are of opinion that so long as the Consuls of each Power are placed within the territory of the other upon the footing which the laws and practices of such country assign to foreign Consuls resident therein, the condition of reciprocity appears to be fulfilled; and Her Majesty's Government therefore think it unnecessary to enter into any Treaty engagement on this subject.

Having thus explained generally the views of Her Majesty's Government as to the draft of Treaty which was communicated to Lord Normanby in January last, I have to inform your Excellency that, if the French Government should be willing to assent to the modifications which I have pointed out, Her Majesty's Government will be prepared to name Plenipotentiaries to conduct on the part of Great Britain the further negotiation of the proposed Treaty.

I am, &c.

(Signed) PALMERSTON.

No. 9.

Viscount Palmerston to M. Drouyn de Lhuys.

M. l'Ambassadeur, *Foreign Office, July* 12, 1850.

I BEG leave to refer to the letter which I had the honour to address to your Excellency on the 11th of May last, in answer to the proposals made to Her Majesty's Government by the Government of France for the conclusion of a Treaty of Navigation and Commerce between the two States.

I take the liberty of reminding your Excellency of this important matter, as Her Majesty's Government are anxious to be informed of the decision of the French Government upon the matters to which my letter of the 11th of May related.

I am, &c.

(Signed) PALMERSTON.

No. 10.

M. Drouyn de Lhuys to Viscount Palmerston.

Milord, *Londres, le 6 Août,* 1850.

JE me suis empressé de transmettre à mon Gouvernement la note en date du 12 Juillet dernier, par laquelle votre Excellence me rappelle sa communication du 11 Mai, relative à la négociation d'un Traité de Navigation et de Commerce entre la Grande Bretagne et la France, en m'exprimant le vœu de connaître, le plus tôt possible, la décision du Cabinet Français sur cette importante matière.

J'ai reçu à ce sujet de nouvelles instructions, dont je vais avoir l'honneur, Milord, de vous faire connaître la substance.

Le Gouvernement Français, tenant compte des conditions nouvelles qui règlent la nationalité des navires Anglais, en vertu de l'Acte du 26 Juin, 1849, serait disposé à donner satisfaction au désir du Cabinet Britannique de voir modifier l'Article XVII du projet de Traité, relatif à la nationalité des navires respectifs.

Quant aux réserves exprimées dans la note du 11 Mai, à l'égard du retrait immédiat du droit de sortie sur les houilles, le Cabinet Français pourrait ne pas insister, quant à présent, sur cette condition, pourvu qu'il fût bien entendu, comme la note semble l'admettre, que cette suppression résultera, *ipso facto*, de la stipulation par les Articles I, II, et VII du Projet, du traitement national réciproque pour les exportations respectives à toute destination indistinctement.

Je regrette d'avoir à ajouter que mon Gouvernement ne saurait donner la même adhésion aux autres réclamations énoncées dans la note de votre Excellence.

Ainsi, 1. Tout en approuvant les Articles XIII et XV du Projet, qui concèdent, dans les Colonies Françaises, le traitement national aux navires Anglais venant du Royaume Uni, le Gouvernement de Sa Majesté Britannique a cru devoir demander que le même traitement fût étendu aux navires Britanniques important, dans les ports de France et des possessions Anglaises d'outremer, les denreés de ces possessions. Je suis chargé de vous faire observer, Milord, que les Articles dont il s'agit ne peuvent avoir trait qu'au régime applicable dans nos Colonies aux navires Britanniques provenant des ports du Royaume Uni. Ce régime serait désormais, aux termes des Articles précités, le traitement national, c'est-à-dire que, soit pour les droits de douane, soit pour les droits de navigation, les navires Britanniques important dans nos Colonies directement des possessions Anglaises en Europe, quelque marchandise que ce soit, y seraient assimilés aux bâtiments nationaux effectuant les mêmes opérations. A cet égard il serait impossible d'aller plus loin dans la voie de la réciprocité et de l'égalité. Quant à ce qui est du régime applicable en France même, aux provenances des Colonies Anglaises sous pavillon Britannique, c'est là une question tout autre, et qui ne pourrait devenir l'objet de stipulations exclusivement relatives à nos Tarifs Coloniaux. Elle est réglée, au surplus, par les Articles III, IV, et VI, aux termes desquels les navires des deux pays, venant avec chargement, dans l'un ou l'autre Etat, d'ailleurs que des possessions Européennes respectives, jouiront à l'avenir, tant pour les droits de douanes que pour les droits de navigation, du traitement des nations Européennes les plus favorisées.

2. Un désaccord subsiste sur un autre point. Le Gouvernement Britannique, tout en souscrivant à la clause réciproque du traitement de la nation la plus favorisée pour l'admission dans les deux Etats ou dans leurs Colonies, des prove-

nances indirectes, désirerait se réserver la faculté d'appliquer à notre navigation des surtaxes qui ne frapperaient pas également tous les autres pavillons étrangers, tandis que le Gouvernement Français n'hésite pas à assurer, dans le cas spécial, à la marine Britannique, la plus complète assimilation aux pavillons étrangers les plus favorisés. Cette réserve, Milord, n'est autre chose, à vrai dire, que la négation même du principe que nous cherchons à appliquer. Elle établirait dans les ports Anglais, au préjudice du pavillon Français et au bénéfice de certains autres pavillons étrangers, une inégalité que ne rencontreraient pas dans les ports Français les navires Britanniques. En effet, le pavillon Anglais ne trouverait en France qu'un pavillon plus favorisé que lui, ce serait le pavillon national, que les habitudes du droit des gens ont jusqu'à ce jour protégé et que l'Angleterre elle-même a protégé si longtemps et si énergiquement; tandis que le principe du traitement de la nation la plus favorisée, tel que vous l'entendez, laisserait en Angleterre le pavillon Français dans une condition inférieure non seulement à celle du pavillon Anglais, mais encore à celle de certains autres pavillons étrangers.

3. Ainsi encore, le Gouvernement Britannique croirait compenser suffisamment l'extension à ses agents des privilèges et immunités fort étendus accordés en France aux Consuls étrangers, par la simple assimilation de nos Consuls aux autres agents étrangers, alors cependant, qu'en fait, les Consuls de toute nation sont exclus, de la manière la plus absolue, de tous privilèges et immunités dans le Royaume Uni et dans les possessions Britanniques. Ce serait là ne pas apprécier à sa juste valeur la concession que nous offrons; les privilèges et immunités dont il s'agit ne sont pas accordés de plein droit, en France, aux Consuls étrangers, mais sous la condition d'une réciprocité complète. C'est à la Grande Bretagne à voir sur quelle base elle veut établir cette réciprocité.

J'arrive à une question spéciale, sur laquelle mon Gouvernement désire particulièrement éviter tout malentendu éventuel. Je veux parler du maintien, contrairement à l'esprit du Traité de 1826, de certaines faveurs, franchises ou dégrèvements, concédés le plus souvent par d'anciennes chartes, à certains ports ou à certaines corporations municipales, et d'où résulte, soit pour les navires immatriculés dans ces ports, soit pour les bâtiments appartenant à des freemen ou burgesses de ces corporations, en ce qui concerne le paiement des droits de navigation (*harbour-dues*) ou d'octrois maritimes (*town-dues*) une situation toute privilégiée par rapport aux navires étrangers jouissant en principe du traitement national, mais en fait simplement assimilés à la généralité des navires Britanniques. Déjà dans sa communication du 30 Janvier dernier à M. le Marquis de Normanby, le Gouvernement Français a eu soin de caractériser nettement ce grief, dont l'existence semble provoquer les doutes de l'Administration Anglaise. D'après la note du 11 Mai, le Board of Trade assure en effet n'avoir pu recueillir de renseignements à l'égard de ces infractions, et demande qu'il lui soit transmis des détails sur quelque cas particulier de ce genre, afin qu'il puisse faire une enquête et écarter toute juste plainte.

Je me bornerai à rappeler, Milord, que cet état de choses a donné lieu dès 1832, à des réclamations directes de la part du Gouvernement Français, auxquelles le Foreign Office répondit le 21 Octobre, 1833, par une dépêche dans laquelle se trouve le passage suivant:—

"Assuredly this stipulation (celle de l'égalité de traitement) can only be construed as granting to French vessels the same advantages as those which are enjoyed generally by the British trade, and not as giving to French vessels privileges of a local nature which are denied to British vessels in general, with the sole exception of those vessels which belong to the particular place where such privileges exist. There are many ports, such as Weymouth, Liverpool, Bristol, and others, which have been made or improved at the expense of the inhabitants or of the corporation, and where exemptions exist in favour of vessels belonging to the particular port; but it cannot surely be contended that similar exemptions can be claimed in those ports in favour of the vessels of the French nation, to the manifest prejudice of the trade of the rest of the British Empire. Whilst, therefore, it would, on the one hand, be obviously impossible to subject British vessels to the payment of heavier duties in a British port than are levied on French vessels entering the same ports; on the other hand it would be manifestly unjust to injure the trade of a particular place by depriving its inhabitants of rights long authorized and established, and which there is no ground to suppose it was ever the contemplation of the framers of the Treaty to disturb," &c.

S'il était nécessaire de prouver que les faits reconnus en 1833 subsistent encore dans toute leur force, il suffirait sans doute de consulter divers documents publiés

ces dernières années, soit par le Parlement (Voir 1. "General Reports of Commissioners appointed to inquire into Municipal Corporations of England and Wales, Scotland and Ireland."—Parliamentary Papers, vols. 23—29, 1835. "Harbour Dues on Shipping, &c., ordered by the House of Commons to be printed, 27th August, 1846"); soit par des autorités supérieures de l'Administration Britannique (par exemple dans les "Bye-Laws and Regulations made by the Corporation of Trinity House of Deptford Strond, under the authority of the Act 6 George IV, cap. 125, London, 1839—47"); soit enfin dans des compilations particulières justement accréditées, telles que : "The charges on vessels, British and Foreign, at all the Ports, Sub-Ports, and Creeks of Great Britain and Ireland, &c., by James Daniel. London, Charles Wilson, 1843."

En faisant dépouiller ces volumineux documents, le Gouvernement de la République a pu apprécier toute l'étendue du préjudice que cet état de choses occasionne à la navigation Française. Il ne s'agit plus pour lui de protester, comme par le passé, contre le maintien abusif de quelques exemptions isolées ; désormais la preuve lui est acquise de l'existence de ces mêmes privilèges dans 129 ports Britanniques, notamment :

En Angleterre.—A Londres, Newcastle, Liverpool, Yarmouth, Weymouth, Douvres, Southampton, Folkestone, Ramsgate, Newport, Berwick, Hull, Bristol, Falmouth, Hartlepool, Harwich, Ipswich, Lynn, Swansea, &c.

En Ecosse.—A Leith, Aberdeen, Dundee, Glasgow, Port Glasgow, Dumbarton, Kirkaldy, Perth, Pittenween, Stirling, &c.

En Irlande.—A Dublin, Cork, Belfast, Waterford, Limerick.

Enfin, dans les Iles de la Manche, à Jersey, Guernsey et Alderney.

Je suis autorisé à déclarer, qu'aussitôt les conférences ouvertes entre les négociateurs respectifs, le Gouvernement de la République sera prêt à soumettre à une discussion contradictoire un ensemble de tableaux relevés avec soin sur des donnés authentiques, et constatant—

1. Que pour tous les droits spéciaux diversement désignés sous les noms de "local harbour lights, beaconage, pilotage, passing tolls, ballast-dues, cranage, plankage, and towage, harbour-dues, tonnage, anchorage, chainage, ringage, keelage, jettage, hostage, boomage, mastage, wharfage, wharpage, moorage, berthage, groundage, water-bailiff's dues, harbour-master's fees, water dues, barque money, lord of manor's dues, corporation dues, city-dues, dock-dues, town-dues, dues on goods, shore-dues, &c., &c.," il existe des privilèges, des immunités complètes ou des dégrèvements partiels dans 129 ports de la Grande Bretagne et de l'Irlande, accordés tantôt aux navires appartenant aux habitants de la localité, tantôt enfin aux armateurs, *freemen* ou *burgesses* d'une corporation locale ou générale, privilèges, immunités, et dégrèvements dont ne jouissent pas les bâtiments Français effectuant l'intercourse directe entre ces mêmes ports et la France.

2. Que ces exemptions constituent, au profit des navires Britanniques de l'espèce précitée, sur le total des droits payables dans les divers ports Anglais où ces mêmes navires jouissent des dits privilèges, des réductions dont le taux, parfois assez modique à la vérité, s'élève pourtant, dans plusieurs localités, à 2*s.*, à 3*s.*, et jusqu'à 4*s.* par ton.

3. Que le tonnage annuel des dits navires effectuant l'intercourse directe avec la France sous le bénéfice des exemptions dont il s'agit s'élève à plus de 400,000 tonneaux, pour lesquels le pavillon Britannique jouit, en fait, malgré le principe d'égalité stipulé dans le Traité de 1826, d'un dégrèvement total et différentiel de 27,490*l.* sterling en moyenne annuelle.

4. Que pour rétablir cette égalité, le Gouvernement de la République serait pleinement autorisé à faire percevoir dans les ports Français, sur le pavillon Anglais, une surtaxe de 1 franc 11 centimes par tonneau de jauge, moyennant quoi (en prenant pour base d'appréciation les 632,279 tonneaux qui représentent, à l'entrée, l'ensemble de la navigation directe de l'Angleterre avec la France en 1847) le pavillon Britannique supporterait dans nos ports une surcharge de 706,572 francs, égale au dégrèvement de 27,490*l.* sterling qui lui est indûment assuré dans les ports du Royaume Uni.

5. Que la surtaxe précitée de 1 franc 11 centimes par tonneau à établir dans nos ports sur les navires Britanniques, étant supérieure au droit de 1 franc 10 centimes par tonneau qui se perçoit actuellement en France sur les navires tant Français que Britanniques, l'égalité complète qui doit régner entre les deux pavillons pourrait encore être assurée par unmoy en plus simple, en replaçant le pavillon Français dans nos ports sous l'empire du droit commun, c'est-à-dire, en l'affranchissant du droit

de tonnage exceptionnel de 1 franc 10 centimes qu'il acquitte dans l'intercourse spéciale dont il s'agit.

Le Gouvernement de la République regrette que des considérations fiscales aient empêché le Gouvernement Britannique d'accéder à sa proposition d'arranger à l'amiable la question des exemptions locales par l'abolition réciproque et absolue de tous droits de navigation sur les pavillons respectifs dans l'intercourse directe entre les deux pays. Quant aux craintes exprimées par le Board of Trade, que la franchise de pavillon que l'Angleterre nous accorderait, non pas gratuitement, mais moyennant une exacte réciprocité de notre part, devrait être étendue, par la suite, à d'autres pavillons étrangers, j'ai l'honneur de vous faire observer, Milord, que tous les Etats étrangers, à l'exception de la France, perçoivent actuellement des droits de navigation plus ou moins élevés sur leurs propres navires. Aucun d'eux ne saurait adresser au Gouvernement Anglais les réclamations qu'il prévoit, sans lui offrir, comme nous, pour la navigation Britannique, une pleine réciprocité de franchise. Or, il est peu vraisemblable que ces Etats renoncent tout à coup aux revenus considérables que ces perceptions leur procurent.

A défaut de ce moyen que la France avait suggéré, et qui était conforme à la libéralité des grandes mesures législatives récemment décrétées par le Parlement, le Gouvernement Français examinera avec empressement tout autre procédé que l'Administration de la Grande Bretagne jugerait convenable de lui proposer. Mais alors même qu'il ne serait pas possible d'indiquer immédiatement les moyens pratiques à adopter contre l'abus dont il s'agit, rien ne saurait empêcher les deux Gouvernements de résoudre dès à présent cette question, du moins en principe. Revenir, comme le demande la note du 11 Mai, à la reproduction pure et simple des Articles I et II du Traité de 1826 touchant les relations directes, serait donner une sanction formelle à l'interprétation restreinte et erronée, selon le Gouvernement de la République, que ces clauses ont reçue jusqu'ici en Angleterre.

Désireux de répondre à l'invitation que votre Excellence a bien voulu m'adresser, et persuadé d'ailleurs qu'une fois d'accord sur la question des exemptions locales, toutes les autres questions seront facilement résolues par les Commissaires respectifs, M. le Général de Lahitte me charge, Milord, de vous demander sur ce point préjudiciel des explications assez précises pour qu'en donnant suite aux négociations actuellement engagées, nous ne nous exposions pas aux conséquences fâcheuses d'un dissentiment sur cet objet important. Persuadé des intentions conciliantes du Cabinet de Londres, il ne négligera rien de son côté pour mener cette œuvre à bonne fin.

Je saisis, &c.
(Signé) E. DROUYN DE LHUYS.

No. 11.

Viscount Palmerston to M. de Marescalchi.

Sir, *Foreign Office, April* 17, 1851.

I HAVE the honour to inform you that Her Majesty's Government have had under their consideration the answer which M. Drouyn de Lhuys returned on the 6th of August last to my letter of the 11th of May, 1850, respecting the terms upon which the French Government proposed to negotiate with Her Majesty's Government for the conclusion of a new Treaty of Navigation and Commerce between Great Britain and France.

In proceeding to reply to M. Drouyn de Lhuys' letter, I have to observe that the two principal points dwelt upon in that letter are the following:—

1. The question which has been raised by the French Government as to the privileges by which, in various ports of the United Kingdom, freemen and others are exempted from certain local port-dues and charges; the French Government conceiving that those privileges ought also to be extended to French vessels, by virtue of the terms of Article I of the Treaty between Great Britain and France of the 26th of January, 1826.

2. The principles upon which the French Government propose that the new Treaty should be founded.

With regard to the first point, the French Government state that in the year 1825 the aggregate amount of the tonnage of the French vessels employed in the direct trade between France and the United Kingdom was greater than the aggre-

gate amount of the English tonnage employed in that same trade, but that of late years these proportions have been inverted; and the French Government affirm that the diminution which has thus taken place in the quantity of French shipping employed in the direct trade between the two countries is to be attributed mainly to the existence of the above-mentioned local privileges: for the French Government contend that these local exemptions in British ports in favour of freemen and others are in their effect equivalent to a differential tax upon French shipping of not less than 1 franc 28·47 centimes per ton on an average of the whole of the French shipping frequenting the United Kingdom; and that in some particular cases the relative disadvantage thus affecting French vessels is equivalent to 2*s.*, 3*s.*, and even to 4*s.* per ton; that there are 129 British ports in which these exemptions exist in an endless variety of forms; and that the injury thus suffered by French shipping may be estimated to be equivalent on the whole to not less than 27,490*l.* a-year.

Now Her Majesty's Government, seeing the great importance which the French Government attach to the effect of these local exemptions, have instituted a full inquiry into this matter; and the Custom-house authorities at every port in the United Kingdom have been required to send Returns stating the particulars and the amount of these local exemptions. But those Returns have shown that the effect of those exemptions is very insignificant, and that there are but a very few ports in which it has been felt at all.

The French Government mention, among other places—London, Weymouth, Newport, Berwick, Falmouth, Hartlepool, Harwich, Swansea, Leith, Aberdeen, Dundee, Port Glasgow, Perth, Stirling, Dublin, Cork, Belfast, Waterford, and Limerick, as ports in which these local exemptions exist.

But the Custom-house Returns show that no such exenptions exist in any of the above-mentioned places; and in fact it appears that, instead of their being, as supposed by the French Government, 129 ports in which these exemptions are to be found, the under-mentioned 29 ports are the only places in which such exemptions, in any form, exist.

Those ports are—Newcastle, Liverpool, Yarmouth, Dover, Southampton, Ramsgate, Hull, Bristol, Lynn, Glasgow, Dumbarton, Kircaldy, Pittenween, Barnstaple, Bideford, Inverkeithing, Cardiff, Chichester, Dartmouth, Faversham, Fowey, Milford, Peterhead, Portsmouth, Rochester, Guernsey, Folkestone, Ipswich, and Scarborough. But with regard to the three last-mentioned ports, namely, Folkestone, Ipswich, and Scarborough, it is to be observed that the only privilege which is in force in them is an exemption of 1*d.* per chaldron in respect to coals imported; and as French vessels cannot carry on a coasting trade in the United Kingdom, no French vessel can import British coals into either of these ports, and it is not likely that French vessels should bring coals to those ports from Belgium or France. This exemption, therefore, in those three ports cannot affect Fren h vessels.

From this list above mentioned, therefore, Folkestone, Ipswich, and Scarborough ought, for the present purpose, to be left out, and the number of 29 ports will therefore be reduced to 26.

But, further, from that number of 26 the five ports of Liverpool, Bristol, Chichester, Peterhead, and Hull, ought also to be deducted, because the privileges existing in those ports consist solely in a right enjoyed by the freemen and others to exemption from the payment of duties on the goods which they import, without regard to the national character of the shipping in which those goods may be brought; so that in those ports British and French ships are, in regard to these local privileges, upon a footing of perfect equality.

There remain, then, only 21 ports, instead of 129, in which local exemptions unfavourable to French shipping exist; and in these 21 ports the amount of exemption enjoyed by privileged British vessels varies from 1*d.* to 9*s.* per vessel, the average amount appearing to be rather more than 2*s.* per vessel; and where the charge is payable on the tonnage instead of on the vessel, it varies from $\frac{1}{4}d.$ to 4*d.* per ton. Moreover, with regard to two of these ports, namely, Barnstaple and Glasgow, in which the privileged British shipowners enjoy an exemption, the greatest extent of which is at Barnstaple 8*d.* per ton, and at Glasgow 1*s.* 4*d.* per ton, it is to be observed that at Barnstaple only one French vessel entered in each of the years 1849 and 1850, and with regard to Glasgow that the only vessels and goods entitled to exemption are those belonging to burgesses who are resident inhabitants of the small town of Dumbarton, and the very limited nature of this

privilege must render it in practice of very slight importance as regards French vessels.

I have deemed it expedient to enter into these details, because Her Majesty's Government think that they show that the real state of the facts does not bear out the belief which has induced the French Government to attach so much importance to these local exemptions, and that the effect produced upon the French shipping interest by these local exemptions is, in reality, scarcely appreciable.

The second point referred to in M. Drouyn de Lhuys' letter of the 6th August last is the proposal of the French Government, that in regard to the indirect trade and to the Colonial trade of the two countries, Great Britain should confer upon French ships, and that France, in return, should confer upon British ships, the same privileges which are enjoyed in each country by the ships of the most favoured European nation.

Now upon this I would beg to remark, that although this proposal bears at first sight the appearance of equality, that equality would only be apparent, and the proposal would in reality give an undue advantage to French shipping over British shipping. For, as I have already observed in my letter to M. Drouyn de Lhuys of the 11th of May last, Great Britain places the vessels of many European nations on the same footing as British vessels, with the single exception that they are not admitted to the coasting trade; while France, on the contrary, withholds from all foreign vessels many privileges which are enjoyed by French vessels; and thus the proposed arrangement would give to French vessels in British ports the privileges of British vessels, while it would not confer upon British vessels in French ports the privileges of French vessels. Accordingly, in my above-mentioned letter, I informed M. Drouyn de Lhuys that Her Majesty's Government could not accept this proposal unless the French Government would consent to add to it an Article reserving to each country the right of laying upon the vessels of the other any differential duty or restriction which might fairly countervail any duty or restriction imposed upon its vessels by the other party; for it appeared to Her Majesty's Government that a proviso of this nature was necessary in order to preserve that reciprocal equality of treatment which they conceive ought to be the essential foundation of the Treaty. M. Drouyn de Lhuys, however, stated in reply that the French Government cannot consent to a reservation of this nature, because by it Great Britain would be enabled to impose on French vessels countervailing duties which she would not apply to other foreign vessels; whilst the French Government would all the while be placing British vessels in France in all respects on the footing of the vessels of the most favoured nation; and thus, M. Drouyn de Lhuys said, such an arrangement would establish in British ports for the French flag a footing of injurious inequality as compared with other foreign flags, while British vessels would not in French ports be subject to any such relative inferiority as compared with other foreign vessels.

Now, in reply, I beg to say that Her Majesty's Government cannot admit the validity of this argument, because the inequality which, in virtue of the proposal of Her Majesty's Government would thus be created between the condition of French vessels and that of other foreign vessels in British ports, would in fact, and in its origin, be caused not by any act of Great Britain but by an act of France herself.

If, indeed, the French Government would place British vessels in French ports on the same footing with relation to French vessels on which French vessels are placed in British ports with relation to British vessels, such an arrangement would be one of real equality; but the present proposal of France would only disguise real and substantial inequality, by giving to it the name and semblance of equality.

But as the French Government decline to accede to the proposals which have been made by Her Majesty's Government, and have renewed their original proposal, which is, that in the indirect trade the shipping of each country should be placed upon the footing of the most favoured nation, Her Majesty's Government can only say that such a proposal is inadmissible, and that the only principle on which Great Britain can consent to enter into fresh commercial engagements with France is the principle of real and complete reciprocity.

I would beg leave to advert to the circumstances under which Her Majesty's Government invited the French Government to consider what concessions France could make to Great Britain in return for the privileges conferred on French shipping by the British Navigation Act of 1849.

Under the terms of that Act of Parliament, and without any right derived from

Treaty stipulations, French vessels are now provisionally allowed to enjoy in British ports almost all the privileges which belong to British ships; and it may safely be affirmed that by no other country is the shipping of France now treated with a liberality greater than that which it experiences in Great Britain. Her Majesty's Government had therefore hoped that the Government of France would have been able to meet Her Majesty's Government with corresponding concessions, and that British vessels engaged in trade with French ports would have been placed on a footing of equal liberality.

But if the French Government should decline to negotiate with Her Majesty's Government upon the basis of real reciprocity in regard to these commercial arrangements, Her Majesty's Government are of opinion that it would then be better that each country should keep itself unfettered by any Treaty stipulations, and that each should remain free to regulate its commercial intercourse with the other, according to its own views of its own interests. If this course should prove to be the only alternative left open to the Governments of the two countries, Her Majesty's Government cannot doubt but that the French Government will see the justice of at once removing from British shipping all those restrictions which were imposed in retaliation for the disabilities which French shipping were subjected to by the former Navigation Laws of Great Britain; and among these restrictions I would more especially mention the prohibitions which affect British shipping in the indirect trade with France, and which do not apply to the vessels of the United States of America, or to those of other nations who do not treat French shipping more liberally than Great Britain now does.

Her Majesty's Government feel that they are justly entitled to expect that British shipping should enjoy in France as much favour as the shipping of any other country in which French shipping is not more favoured than it is in Great Britain.

If, then, it should be impossible for the French Government to conclude any Convention with Her Majesty's Government on these matters on the basis of real reciprocity, and if, in consequence, each party is to be left to deal with these matters according to its own views of its own interests, the British Government, in determining the course which it may have to pursue, will obviously be obliged to take into consideration the manner in which British vessels will henceforward be treated in the ports of France; and Her Majesty's Government on all accounts anxiously hope that the new regulations which the French Government may make upon that subject may be such as to render it unnecessary for Great Britain to apply to French shipping any of the measures which are authorized by the British Navigation Act of 1849.

I have to add, in conclusion, that until the French Government shall have communicated to Her Majesty's Government their determination with regard to the above-mentioned matters, it would be useless for Her Majesty's Government to discuss the various matters of detail which are adverted to in the Draft of Treaty which accompanied General de Lahitte's Letter to Lord Normanby of the 30th of January, 1850.

I am, &c.
(Signed) PALMERSTON.

No. 12.

M. de Marescalchi to Viscount Palmerston.—(*Received June* 23.)

My Lord, *Londres, le* 20 *Juin*, 1851.

J'AI transmis en son temps à mon Gouvernement la lettre que votre Excellence a bien voulu m'adresser le 17 Avril dernier, en réponse à la note de M. Drouyn de Lhuys, en date du 6 Août de l'année dernière, au sujet de la négociation maritime pendante entre le Gouvernement Français et celui de Sa Majesté Britannique.

Laissant de côté la discussion de détail sur les diverses clauses du Traité projeté et vous bornant à l'examen de la question particulière des exemptions locales, vous affirmez qu'après verification faite par l'Administration des Douanes il a été démontré: 1. Que sur les 130 ports Britanniques cités par nous comme jouissant d'un régime exceptionnel au profit d'une certaine classe de navires ou de *freemen*, il n'en existe que 29 dans lesquels se sont perpétués les privilèges contre lesquels nous réclamons; 2. Que, même dans ces ports, ces privilèges n'ont pas, en

fait, pour notre pavillon, les funestes conséquences que nous croyons, et que dès-lors nous ne sommes pas fondés à nous en plaindre et à subordonner à la suppression de ces priviléges la signature de l'arrangement projeté. Vous en déduisez que la France est tenue d'accorder au pavillon Anglais les mêmes avantages qui découlent pour la Marine Française de l'Acte du 26 Juin, 1849, dont les clauses restrictives (10 et 11) pourraient, dites-vous, nous être appliquées si nous tardions à donner satisfaction au Gouvernement de Sa Majesté Britannique.

Désirant encore arriver cependant, par une transaction amiable, à la révision du Traité de Navigation, persuadé d'ailleurs qu'en présence de faits que nous n'avons avancés qu'après en avoir constaté l'existence de la manière la plus consciencieuse, le Gouvernement Anglais ne saurait prétendre que nous acceptions purement et simplement une allégation dénuée de preuves, et qui est le résultat d'une enquête à laquelle nous n'avons point pris part, enquête faite par l'Administration des Douanes en dehors de la sphère habituelle de ses attributions, le Gouvernement Français, après avoir repoussé formellement toute insinuation qui tendrait à établir que le Cabinet de Londres serait fondé de nous appliquer, dès à présent, les réserves de l'Acte du 26 Juin, et ne pouvant supposer qu'il veuille renoncer, avant d'avoir épuisé tous les moyens de conciliation, à une négociation que le commerce des deux pays s'était flatté de voir réussir, le Gouvernement Français, dis-je, s'est décidé à proposer au Gouvernement de Sa Majesté Britannique un moyen de transaction qu'il se flatte de voir accueillie comme une nouvelle preuve de ses dispositions conciliantes. Ce moyen consiste à renoncer pour le moment à tout débat écrit sur la question des exemptions et à en confier la solution à une Commission Mixte chargée de vérifier contradictoirement les faits affirmés d'un côté à la suite de renseignements puisés à des sources officielles, et partiellement contredits de l'autre.

En me chargeant de cette proposition, my Lord, mon Gouvernement croit devoir vous faire remarquer que ce ne serait en réalité que procéder comme on l'a fait dans le passé, lorsqu'il s'est agi d'arrêter les bases du droit fixe de tonnage qui se perçoit en France sur la Marine Britannique. Il est évident qui si, à la suite de cette enquête, il était démontré que le traitement exceptionnel dont nous nous plaignons, n'existe pas, ou se réduit à des proportions insignifiantes, nous serions naturellement amenés à renoncer aux griefs que nous avons formulés à cet égard. Le Gouvernement Britannique sentira par conséquent qu'il est intéressé à adhérer à cette proposition, qui paraît être le seul moyen d'arriver à un accord satisfaisant sur les principales difficultés qui arrêtent la marche de cette négociation.

J'ai, &c.
(Signé) DE MARESCALCHI.

No. 13.

Viscount Palmerston to Count Walewski.

M. l'Ambassadeur, *Foreign Office, July* 14, 1851.

I DID not fail to refer to the proper Department of Her Majesty's Government the letter which M. de Marescalchi addressed to me on the 20th ultimo, proposing that the question which had been raised by the French Government as to the privileges by which, in various ports of the United Kingdom, freemen and others are exempted from certain local dues and charges, shall be referred for decision to a mixed French and English Commission.

And I have the honour to inform your Excellency, in reply, that Her Majesty's Government are of opinion that this is a matter in respect to which it might possibly be desirable to appoint a Mixed Commission of the nature suggested by the French Government, if no other means could be found whereby the question at issue might be arranged; but before assenting to the proposal which has thus been made by the French Government, Her Majesty's Government beg to suggest to your Excellency, that the French Consul-General should be instructed to go to the Board of Trade, where the documents will be shown to him upon which the statements contained in my letter to M. de Marescalchi, of the 17th of April last, are founded. And every information and explanation in regard to these matters will be afforded him at the Board of Trade.

I am, &c.
(Signed) PALMERSTON.

No. 14.

Count Walewski to Viscount Palmerston.—(Received August 19.)

My Lord, *Londres, le 18 Août,* 1851.

J'AI transmis à mon Gouvernement la réponse de votre Excellence à la proposition qui lui avait été faite de confier à une Commission Mixte le soin de procéder à une enquête contradictoire sur la réalité de nos griefs contre les exemptions en matière de taxes maritimes, qui restreignent dans plusieurs ports de la Grande Bretagne l'essor de notre marine marchande.

Mon Gouvernement a vu avec plaisir que votre Excellence reconnaissait qu'il était désirable dans l'intérêt des deux pays de recourir à une semblable mesure; mais comme vous avez demandé, my Lord, préalablement que le Consul-Général de la République à Londres fût chargé de vérifier dans les bureaux du Board of Trade les éléments statistiques sur lesquels reposent les informations sommaires qui nous ont été précédemment fournies; bien que dans ces limites restreintes, l'espèce d'enquête que le Gouvernement de la République avait en vue ne lui semble pas devoir amener tous les bons résultats qu'il s'en promettait, il me charge néanmoins de vous annoncer qu'il accepte cette ouverture, et que des instructions spéciales vont être adressées à M. Cochelet pour le guider dans la tâche qu'il aura à remplir. J'ose donc espérer, my Lord, que vous voudrez bien prendre des mesures afin que le Board of Trade fournisse à notre Consul-Général tous les éclaircissements et moyens de contrôle qu'il pourra réclamer dans ce but.

Agréez, &c.

(Signé) A. WALEWSKI.

No. 15.

Viscount Palmerston to Count Walewski.

Foreign Office, September 19, 1851.

VISCOUNT PALMERSTON presents his compliments to Count Walewski, and has the honour to refer to his Excellency's letter of the 18th ultimo, assenting to Lord Palmerston's suggestion that the French Consul-General might go to the Board of Trade, in order to examine the documents upon which were founded the statements contained in Lord Palmerston's letter to M. de Marescalchi of the 17th of April last, showing the insignificance of the local privileges and exemptions enjoyed by freemen or others in the ports of Great Britain.

Lord Palmerston begs leave to remind Count Walewski of this matter, and to state that M. Cochelet has not yet been to the Board of Trade, and that the Secretary of that Department is ready to receive M. Cochelet, and to afford him all the information which he may require with regard to the local exemptions in question.

No. 16.

Earl Granville to Count Walewski.

M. l'Ambassadeur, *Foreign Office, February 12,* 1852.

IN the letter which my predecessor addressed to your Excellency on the 14th of July last, in reply to M. de Marescalchi's letter of the 20th of June preceding, respecting the proposed conclusion of a fresh Commercial Convention between Great Britain and France, to replace that of 1826, and especially with reference to the alleged local exemptions in British ports, to the prejudice of French shipping and commerce, Viscount Palmerston suggested that the French Consul-General in London should be instructed to go to the Board of Trade, where the documents relating to such alleged local exemptions would be shown to him, upon which the statements contained in Lord Palmerston's preceding letter of the 17th of April last to M. de Marescalchi were founded; and his Lordship added, that every information in regard to those matters would be afforded by the Board of Trade to the French Consul-General.

M. Cochelet attended, accordingly, at the Board of Trade, and the whole

question of the alleged local exemptions in British ports, of which complaints had been made by the French Government, was gone into in all its details, between him and the authorities with whom he was put in communication; and the Board of Trade has presented to this office a detailed statement, showing as well the results of the explanations entered into by them with the French Consul-General, as those of further and still more minute researches made under special orders from the Board, by the Custom-house authorities at all the ports where local exemptions were alleged to exist.

That statement is so complete, and it demonstrates so clearly the error into which the French Government, misled by information which they believed to be correct, have fallen, with respect to the supposed injury inflicted on French shipping by the local exemptions of which complaint was made, that I cannot do better than submit the general substance of that statement to your Excellency. This I have accordingly the honour to do in the Memorandum hereto annexed.

In performing this duty, it only remains for me to express the hope of Her Majesty's Government that the Government of France will be satisfied with the statement thus conveyed to them; and that the misapprehension under which they have hitherto laboured with respect to the treatment of the shipping and trade of France being thus definitively removed, they will no longer hesitate to resume the negotiations for a new Treaty of Commerce and Navigation between Great Britain and France, which that misapprehension has so long had the unfortunate effect of suspending.

I am, &c.
(Signed) GRANVILLE.

Inclosure in No. 16.

Memorandum.

December 17, 1851.

THE Board of Trade, in pursuance of the arrangement suggested by Viscount Palmerston in his letter of the 14th July last to the French Ambassador, lost no time in submitting to M. Cochelet, the French Consul-General in London, all the official Returns received from the Custom-house authorities on the subject of the alleged local exemptions, in certain British ports, to the prejudice of French shipping and commerce.

As great discrepancies appeared to exist between these Returns and the documents which the French Government had adduced in support of their case, M. Cochelet was requested to furnish a detailed list of all the cases in which the French Government considered that the local exemptions complained of existed. On the receipt of this list the Commissioners of Her Majesty's Customs were directed to take every step for testing its accuracy and that of the assertions founded upon it. To this end they transmitted to the Custom-house officers at every port where local exemption, to the prejudice of French shipping, was alleged to exist, a circular letter forwarding a Memorandum of Observations, together with a blank form which was prepared with the concurrence of the French Consul-General, to be filled up with the information required.

The information received in reply is supplementary to that supplied by the Returns heretofore adduced, and it has been placed in the hands of M. Cochelet, to be dealt with as he may think proper.

The authorities chiefly relied on by the Government of France are:—

1. The Municipal Corporation Reports of 1834 and 1835.

2. The Parliamentary Return of Port Charges, published in 1846. (Sessional Paper, No. 711.)

3. Daniel's Directory to the Port Charges of the United Kingdom.

The first two of these documents have an official authority. The last is a work published by a private individual, without official authority; but the French Government class it among the "compilations particulières justement accréditées," from which they have drawn their information. Now in almost all the instances in which the allegations of the French Government rest upon the unsupported authority of Daniel, the inquiries that have now been made show those allegations to be quite incorrect. As instances of this inaccuracy may be cited the cases of Eyemouth, Holy Island, Wells, Gainsborough, Goole, Exmouth, Bridlington, Port Leven,

* See Appendix Nos. 1 and 2, pages 42 and 43.

Christchurch, Arbroath, Waterford (ballast dues), Ballina, Newry, Galway, Limerick (pilotage), Sligo, Tarbert, Strangford, and others.

The information contained in the Parliamentary Return of 1846 appears generally to coincide with the Supplementary Returns which have now been obtained, except in regard to such local exemptions as have been abolished since the date of its publication.

With respect to the Municipal Corporation Reports, on which authority alone a large number of the allegations of the Government of France entirely rest, it is expedient that that Government should be made acquainted with the present position of our legislation on the subject of the local privileges which existed in the different municipal towns of this country at the time when those reports were prepared.

The information obtained by means of the reports in question led to the passing of an Act in 1835, commonly known by the name of the "Municipal Corporations Act," for the future regulation of Municipal Corporations in England and Wales. Among other enactments therein contained is one introduced to meet the case of these very local exemptions and privileges now under consideration. That enactment provides for the entire ultimate extinction of those exemptions and privileges on the death of the persons who at that moment were entitled to enjoy them, and of their wives and children, and the then existing apprentices. The following is the portion of the Act that relates to the subject (5 and 6 Wm. IV, cap. 76, § 2):—

"Provided also, that nothing hereinbefore contained shall be construed to apply to any claim, right, or title of any burgesses or freemen, or of any person, to any discharge or exemption from any tolls or dues levied wholly or in part by or to the use or benefit of any borough or body corporate; *and that after the passing of this Act, no person shall have or be entitled to claim thenceforward any discharge or exemption from any tolls or dues lawfully levied in whole or in part by or to the use of any body corporate, except as hereinafter is excepted:* Provided, nevertheless, that every person who *on the 5th day of June* in this present year (1835), was an inhabitant, or was, or was entitled to be admitted, a freeman or burgess of any borough, or who, *on the said 5th day of June*, was the wife or widow, son or daughter, of any freeman or burgess of any borough, or who, *on the said 5th day of June*, was bound an apprentice, shall be entitled to have or acquire and enjoy the same discharge or exemption from any tolls or dues lawfully levied in whole or in part by or to the use of any borough or body corporate, as fully and for such time, and in such sort, as he or she by any statute, charter, bye-law, or custom in force on the said 5th day of June, might or would have had, acquired, and enjoyed the same, if this Act had not been passed, *and no further or otherwise.*"

A similar Act with respect to Ireland was passed in the year 1840. (3 and 4 Vict. cap. 108.)

The very important effect which these Acts must practically have in meeting the arguments of the French Government, in those cases where local exemptions appear actually to exist, can scarcely fail to be at once perceived. In fact it is evident that in the period that has elapsed since the passing of the Municipal Corporations Act, a considerable proportion of the privileges then existing must already have expired by the death of the parties interested.

In illustration of this observation it may be mentioned that the present number of freemen at Liverpool is only 3,030; whereas in the year 1830 that number amounted to between 5,000 and 6,000.

In all the cases, moreover, in which of late years an opportunity has been afforded of adjusting by Parliamentary enactment the existing rights of corporate towns possessing privileges of this nature, provision has been made for the immediate surrender of the particular immunities now under discussion.

The allegations of the French Government depend in many cases on the information contained in the Municipal Corporation Reports alone. In some of the cases, however, cited by the French Government, as founded on those reports, the circumstances are such that the supposed grievance could have no possible existence. The following cases are of this nature:—The existence of local exemptions in the town of Fordwich (given by the French as subsidiary to Rye), in the shape of an exemption from *quay dues* in favour of its inhabitants, is advanced, on the authority of the Corporation Reports, as constituting a grievance of which French shipping has a right to complain, as opposed to the spirit of the Navigation Treaty of 1826. But Fordwich is an *inland town*, twelve miles up a small river, and quite inaccessible to merchant-vessels of any description.

Again, in the case of Scarborough, certain local privileges, in the shape of an exemption from town dues on corn and coals, are included in the statements of the French authorities. But it is now ascertained that the exemption as respects corn relates only to corn brought by land into the town for market, and is entirely inapplicable to *vessels;* and, as respects coal, that it relates to coal brought in the coasting trade, a trade reserved exclusively to ourselves. In neither of these cases, therefore, can the shipping of France be in any way affected.

In the instance of Carlisle, also, the alleged exemption from *city tolls* appears to be absolutely inapplicable to *vessels*, or goods brought in vessels.

In the next place, the existence of *differential duties* against French vessels engaged in the *direct* trade, and in favour of British vessels *generally*, is in several instances alleged as a grievance in the French statements. But all such cases are clearly provided for in the Treaty of 1826, which ensures nationality of treatment. As, however, some of the Returns on which these statements are founded do not expressly state that the differential duties in question apply to those countries only with which we have no Treaties of Reciprocity, and as the Treaty of 1826 with France, so far as it regards the direct trade, is a Treaty of Reciprocity, the Commissioners of Customs have been directed to take the necessary steps to prevent the risk of such differential duties being ever levied on French vessels engaged in the direct trade.

In one very important and extensive class of cases, namely, those in which the exemptions are in favour, not of the *vessels* of the port, but of the *freemen* and *burgesses* of the port, such exemptions are enjoyed by those freemen and burgesses without any regard whatever to the nationality of the vessels in which the goods are imported. Whether they be brought in English or in French vessels the freemen are equally entitled to their privileges.

Many important cases of supposed grievances are thus entirely disposed of, including those of Liverpool and Bristol, the second and third most important ports in this country. Such is also the case at Hull, as respects the only exemptions worth mentioning, viz., *water bailiff's dues;* and at Newcastle as respects exemptions from town and quay duties on *goods*, as distinguished from those on *vessels*.

The particular instances of alleged local exemptions have now to be considered.

The first point which naturally excited the attention of the Board of Trade was the apparently irreconcileable difference between the number of ports in which local exemptions existed, as shown in the first Custom-house Returns, and the number stated by the French Government in their letter of the 6th of August, 1850; the number in the former case being only 29, while in the latter it amounted to 129.

A very short examination, however, served to explain in a great measure the cause of this difference, as it showed that many of the 129 so-called ports alleged by the French Government were not properly ports, but merely *creeks*, tributary to ports; whereas the smaller number mentioned in the *first* Custom-house Returns were actual *ports*, no separate notice having been taken, in those Retnrns, of *creeks* as distinguished from *ports*.

The trade of all the creeks tributary to any port has always hitherto been included in the general Return for that port; but it has now been thought expedient, for the special purposes of the present inquiry, to direct that the Supplementary Custom-house Returns should distinguish each creek from its parent port, in order fully to meet all the allegations of the French Government in respect to this matter.

The total number of instances in which the French Government have, in their latest communications, alleged that local exemptions exist, and which have now been fully inquired into, is 165, instead of the smaller number of 129, as at first alleged by the French Government. These 165 cases consist of 85 ports and 80 creeks, distributed as follows:—

	Ports.	Creeks.	Total.
England and Wales	49	33	82
Scotland	18	35	53
Ireland	16	11	27
Channel Islands	2	1	3
	85	80	165

Of these cases some are very incorrectly stated by the French Government; some are totally unfounded; and some have, to a certain extent, a foundation in fact.

To those cases which are incorrectly stated observations showing the error are appended in the following list.

Those cases to which no observations are appended in the list are totally unfounded in fact. No local exemptions whatever exist at those places.

The creeks are distinguished all through this list by the letter *C*, and are classified under the ports to which they belong.

ENGLAND AND WALES (36).

1. *C. Aberystwith* (*Newquay*). Exemptions abolished at the end of 1835.
2. *Berwick.*
3. *C. Berwick* (*Eyemouth*).
4. *C. Berwick* (*Holy Island*). French as well as English fishing-vessels pay 3*s.* 6*d.* per season, instead of 2*s.* 2*d.* per voyage—an actual benefit to France.
5. *C. Bideford.* (*Appledore*).
6. *Boston.* Exemptions abolished by 52 Geo. III, c. 105.
7. *Cardigan.*
8. *Carlisle.* Exemptions have no reference to vessels or goods in them.
9. *C. Carnarvon* (*Barmouth*).
10. *Clay.*
11. *Colchester.*
12. *C. Exeter* (*Exmouth*).
13. *Gainsborough.*
14. *Goole.*
15. *Grimsby.*
16. *Hartlepool.*
17. *C. Hull* (*Bridlington*). The only dues respecting which an exemption existed, viz., *layerage and moorage* of ½*d.* per ton per week, have ceased to be levied since 1837.
18. *Ipswich.* Assertions as to pilotage exemption incorrect; the only exemption is one of 2*d.* per chaldron *town dues* on coals imported in burgesses' vessels; a coasting trade from which France is excluded.
19. *London.* French vessels in the direct trade are exempt from Cinque Port pilotage dues.
20. *Lyme Regis.*
21. *C. Milford* (*Tenby*). All exemptions abolished since publication of the Report.
22. *Newport in Monmouth.*
23. *C. Padstow* (*Bude*).
24. *C. Penzance* (*Port Leven*). *All* harbour dues long since reduced to 6*d.* per ton.
25. *Plymouth.*
26. *Preston.*
27. *C. Ramsgate* (*Fordwich*). An inland town.
28. *Rye.* No exemption ever existed, except as to Cinque Port pilotage, *which has never been claimed.*
29. *C. Rye* (*Hastings*).
30. *C. Southampton* (*Christchurch*).
31. *C. Southampton* (*Lymington*).
32. *Swansea.*
33. *C. Swansea* (*Neath*). There is no Portreeve, and therefore no Portreeve dues, as alleged.
34. *Truro.*
35. *Weymouth and Melcombe Regis.*
36. *C. Yarmouth* (*Southwold*).

SCOTLAND (23).

37. *C. Alloa* (*Stirling*). Freemen's exemptions abolished in 1843. They were previously enjoyed by even French *vessels.*
38. *Arbroath.* No exemptions since 1839, and never claimed previously.
39. *Ayr.*
40. *Campbeltown.* Anchorage exemption abolished by 9 and 10 Vict., c. 364 (1846).
41. *Dundee.*
42. *C. Glasgow* (*Dundas*). No differential dues since March 1850.
43. *C. Greenock* (*Oban*).
44. *Inverness.* All privileges abolished in 1847.
45. *C. Inverness* (*Tain*).
46. *Irvine.* All privileges abolished in 1846.
47. *C. Irvine* (*Saltcoats*).
48. *C. Irvine* (*Troon*).
49. *Kirkaldy.* All privileges abolished in 1849.
50. *C. Kirkaldy* (*Largo*).
51. *Leith.* All privileges abolished in 1847.
52. *C. Leith* (*Fisherrow*).
53. *C. Leith* (*Granton*).
54. *Montrose.* All privileges abolished in 1846.
55. *C. Montrose* (*Gourdon*). Alleged charges not *exemptions*, but differential dues. No French vessels. The Commissioners of Customs have been instructed to provide against differential dues being charged on French vessels in the direct trade, should any such vessels enter this creek.
56. *C. Montrose* (*John's Haven*). Ditto.
57. *Perth.* Ditto. Ditto.
58. *Stranraer.*
59. *C. Wigtown* (*Whithorn*). All vessels in foreign trade treated alike.

IRELAND (23).

60. *Ballina.*
61. *Belfast.*
62. *C. Belfast* (*Carrickfergus*). No exemptions since 1637.
63. *Cork.*
64. *Drogheda.* All privileges abolished by 3 and 4 Vict., c. 108 and 109.
65. *Dublin.*
66. *Dundalk.* All privileges ceased in 1840.
67. *Galway.*
68. *Limerick.* All privileges abolished by 4 and 5 Wm. IV, c. 84.
69. *C. Limerick* (*Tarbert*).
70. *Londonderry.*
71. *Newry.*
72. *C. Newry* (*Warrenpoint*). Newry vessels exempt from anchorage dues by *courtesy only.* No French vessels trade with the creek.
73. *Ross.*
74. *Sligo.*
75. *C. Sligo* (*Killala*).
76. *Strangford.*
77. *C. Strangford* (*Ardglass*).
78. *C. Strangford* (*Killough*).
79. *C. Strangford* (*Portaferry*). All privileges abolished in 1846.
80. *Tralee.*
81. *Waterford.* No exemptions since 1846.
82. *Wexford.*

CHANNEL ISLANDS.

83. *Jersey.*

It is thus seen that one-half of the alleged cases of grievance are at once absolutely disposed of.

There remain 82 instances, viz., 37 ports and 45 creeks, to be inquired into, in which exemptions of some description or other appear actually to exist.

From this number of 82, however, the following 18, comprising 9 ports and 9 creeks, have to be deducted, because the whole of the privileges are accorded to the freemen, even when the goods are imported in French vessels.

ENGLAND AND WALES (9).

1. *Barnstaple.* Town dues.
2. *Beaumaris.* Town dues.
3. *Bideford.* Harbour and quay dues.
4. *Bristol.* Town dues.
5. *Chichester.* Half dues on goods.
6. *C. Cowes* (*Newport*). Wharfage and petty customs.
7. *Exeter.* Port harbour dues.
8. *Liverpool.* Town dues.
9. *C. Llanelly* (*Carmarthen*). Quayage and wharfage dues.

SCOTLAND (9).

10. *C. Ayr* (*Girvan*). Half harbour dues.
11. *Dumfries.* Half bridge customs.
12. *C. Glasgow* (*Bowling Bay*). River Clyde dues for Dumbarton burgesses.
13. *C. Glasgow* (*Renfrew*). Half dues on coal, lime, and manure.
14. *C. Greenock* (*Inverary*). Quay and harbour dues.
15. *C. Greenock* (*Rothsay*). Half burgh custom dues.
16. *C. Kirkaldy* (*Burntisland*). Half shore dues.
17. *C. Kirkaldy* (*Dysart*). Two-thirds shore dues.
18. *Peterhead.* Dues on goods.

At Hull there is a trifling exemption as to *anchorage* only. Otherwise Hull would have been included in the above category.

The list is thus reduced to 28 ports and 36 creeks, making a total of 64.

In the following 10 of those 64 cases, however, there appears, by the Custom-house official Returns, to be *no foreign trade whatever.*

ENGLAND AND WALES (6).

1. *Deal.*
2. *C. Milford* (*Haverfordwest*).
3. *C. Ramsgate* (*Broadstairs*).
4. *C. Rochester* (*Queensborough*).
5. *C. Woodbridge* (*Aldborough*).
6. *C. Woodbridge* (*Orford*).

SCOTLAND (4).

7. *C. Banff* (*Blackpotts*).
8. *C. Kirkaldy* (*Crail*).
9. *C. Kirkaldy* (*Elie*).
10. *C. Kirkaldy* (*Kilrenny*).

Again, in the following 11 of the same 64 cases, although there is some small amount of foreign trade, yet there is neither a single *privileged* vessel engaged in that trade, nor a *single French vessel* trading with the port or creek.

ENGLAND AND WALES (5).

1. *C. Barnstaple* (*Ilfracombe*).
2. *Cardiff.*
3. *C. Ramsgate* (*Margate*).
4. *C. Ramsgate* (*Sandwich*).
5. *C. Rochester* (*Sheerness*).

SCOTLAND (5).

6. *C. Banff* (*Cullen*).
7. *C. Kirkaldy* (*Leven*).
8. *C. Perth* (*Newburgh*).
9. *Port Glasgow.*
10. *C. Port Glasgow* (*Dumbarton*).

IRELAND (1).

11. *C. Dublin* (*Wicklow*).

It is obvious that in the two classes of cases last mentioned the trifling local exemptions that exist are of little value, and of no practical effect whatever as respects foreign trade and competition with French vessels.

The cases then for inquiry are thus further reduced to 43, namely, 25 ports and 18 creeks.

The principles upon which the Board of Trade have proceeded in reducing to a positive pecuniary amount the effect of the local exemptions in each case will now be explained.

In order to be furnished with the statistics necessary for making with accuracy the required calculations, a Return* was ordered from each port and creek where exemptions were alleged by the French Government to exist, showing the amount of the foreign trade with such port or creek in each of the years 1849 and 1850, as exhibited by the number and tonnage of the vessels trading there, distinguishing *privileged* British vessels, *ordinary* British vessels, and French vessels in the direct trade, being the trade to which they are confined by the Treaty of 1826, and giving also the *total* trade of the place.

* See Appendix No. 3, page 43.

On the receipt of this Return the amount of exemption was applied to the different vessels respectively enjoying it, and thus the total benefit to those vessels was estimated. If, for instance, the exemption in favour of such vessels in any particular port was 10*s.* per vessel *anchorage*, and 3*d.* per ton *tonnage dues*, and if 10 vessels of 1,000 tons received the benefit of it, that benefit would obviously amount to 10 × 10*s.* added to 1,000 × 3*d.* = 17*l.* 10*s.* in all.

The effect produced upon the French vessels trading with each port or creek where local exemptions appear to exist was easily ascertained by calculating the amount of each class of dues (in respect of which privileges are enjoyed) that have actually been paid by those vessels, and also the amount which they would have paid had they been admitted on the same terms as the privileged vessels of the port, the difference between the two sums being taken to represent the amount of what may for present purposes be entitled "injury" to French vessels. To this, however, it might possibly have been objected that it did not fully represent the real amount of injury, because it might so happen that French vessels were prevented altogether from trading with the port, by reason of the existence of the exemptions, and that no account would be taken of the vessels thus prevented. But the detailed Returns given below prove most conclusively that this cannot have been the case: first, because the amounts of the exemptions in almost every instance appear to be nearly inappreciable, as an examination of them will show; and secondly, because the extent to which they are taken advantage of by privileged vessels in the foreign trade is small in the extreme.

In order, however, to make the statistics of the question as complete as possible, a calculation has, in each case, been added, of *the benefit to privileged vessels*, just alluded to. This calculation was formed by ascertaining the amount actually paid by those vessels, and also the amount which they would have paid had they not enjoyed the privileges; the difference, of course, representing the amount of benefit accruing to them from the privilege.

These two calculations being given together show, first, the extent of "injury" done to the French vessels trading with each port; and, secondly, the extent of benefit accruing to the privileged vessels of the port engaged in the foreign trade, that is, in competition with French vessels as well as with *unprivileged* British vessels. Vessels engaged in the coasting trade are, of course, not taken into account in the present inquiry, as that trade is reserved exclusively to national shipping.

The principles upon which the calculations have been made having been thus xplained, the analysis that has been commenced will now be continued.

In the following 11 cases, namely, 5 ports and 6 creeks, where insignificant exemptions exist, it appears that although there is a foreign trade in which French vessels participate, yet there *is not a single privileged vessel* engaged in that trade. It is obvious, therefore, that in these instances French vessels have not been praetically injured, inasmuch as the exemptions have not led privileged vessels to enter into competition with French vessels.

England and Wales (5).

1. *Dover.*
2. *Folkestone.*
3. *C. Milford* (*Pembroke*).
4. *Ramsgate.*
5. *Scarborough.*

Scotland (5).

6. *C. Borrowstoness* (*Inverkeithing*).
7. *Glasgow.*
8. *C. Kirkaldy* (*Anstruther*).
9. *C. Kirkaldy* (*Pittenween*).
10. *C. Kirkaldy* (*St. Andrews*).

Ireland (1).

11. *C. Skibbereen* (*Baltimore*).

The original list of 165 is thus reduced to 32, comprising 20 ports and 12 creeks, before a single case of *real* grievance is arrived at.

In the following 11 instances, viz., 4 ports and 7 creeks, it appears that there is an insignificant amount of foreign trade, in which a very few privileged vessels participate. But French vessels *take no share whatever* in it.

The particulars are given in each case, together with a statement of the amount of benefit to those privileged vessels.

Place.	Nature and Amount of Exemption.	Privileged Vessels in Foreign Trade.				Total Amount of Exemption.					
		1849.		1850.		1849.			1850.		
		No.	Tons.	No.	Tons.	£	s.	d.	£	s.	d.
ENGLAND & WALES (4)—											
1. *C.* Clay (Wells) ..	3*d.* per ton *ballast* dues ..	..	..	2	156		..		1	19	0
2. *C.* Faversham (Milton)	2*s.* per vessel *anchorage* ..	4	217	4	217	0	8	0	0	8	0
3. Fowey	1*s.* 4*d.* per vessel *harbour dues*	9	..	8	..	0	12	0	0	10	8
4. Padstow	Reduced *pilotage* to extent of (on average) 3*d.* per foot = 2*s.* 6*d.* per vessel of 10 feet draught ..	10	571	12	612	1	5	0	1	10	0
SCOTLAND (6)—											
5. Banff	½*d.* per ton for vessels *in ballast only*	1	111	2	323	0	4	7	0	13	5
6. *C.* Banff (Fraserburgh)	2¾*d.* per ton deducted from *tonnage dues* . ..	5	278	6	570	3	3	8	6	10	7
7. *C.* Banff (Macduff) ..	⅛*d.* per ton deducted from *harbour dues* . ..	3	582	4	355	0	6	1	0	3	8
8. *C.* Banff (Portsoy and Whitehill) . ..	5½*d.* per ton deducted from *moorage, anchorage, and ballast dues*	5	338	2	196	7	15	0	4	9	0
9. *C.* Leith (North Berwick)	¾*d.* per ton deducted from *anchorage, &c., dues* ..	1	46	1	46	0	2	10	0	2	10
10. Stornoway . ..	¾*d.* per ton deducted from *quay dues* for ten subscribers	1	107	1	107	0	6	8	0	6	8
IRELAND (1)—											
11. *C.* Cokk (Kinsale) ..	3*s.* per vessel *anchorage* ..	1	142	..	..	0	3	0	..		
Total amount of exemptions in the above cases						14	6	10	16	13	10
Average of the two years						£15 10*s.* 4*d.*					

Note.—Both in this and the following Table the amount of exemption is in several cases overstated as respects *ballast* and *pilotage* dues, the first being only payable on the actual number of tons of ballast taken, and not on the tonnage of the vessel; and the latter only on vessels of more than 60 tons burden, although other vessels are included in these Returns. In some cases these are corrected.

Finally, the subjoined Table contains all the remaining cases (with the exception of Guernsey) which are embraced in the present inquiry, that is, those cases in which both French vessels and privileged vessels of the port are engaged in the foreign trade. Particular attention is requested to the extremely trifling, or rather merely nominal, character and amount of the local exemptions, with the exception of the single port of Newcastle.

The amount of benefit to the privileged vessels is again exhibited in each case, and also the extent of "injury" to the French vessels trading with the port.

The Table embraces 20 cases, consisting of 15 ports and 5 creeks.

Place.	Nature and Amount of Exemption.	Privileged Vessels in Foreign Trade.						French Vessels in Direct Trade.					
		1849.		1850.		Total Amount of Exemption.		1849.		1850.		Total amount of "Injury."	
						1849.	1850.					1849.	1850.
						£ s. d.	£ s. d.					£ s. d.	£ s. d.
ENGLAND AND WALES (17)—													
1. Cowes	2s. 6d. *harbour*; 4s. 6d. *anchorage*; and, in some cases, 1s. 6d. per foot *pilotage*; say 15s. per vessel. Total 22s. per vessel (maximum)	3	97	15	741	3 6 0	16 10 0	3	245	6	254	3 6 0	6 12 0
2. Dartmouth	6d. *anchorage*, and 2s. *groundage*, for four freemen's vessels. French vessels get the benefit of all other freemen's exemptions . ..	2	230	3	362	0 5 0	0 7 6	3	224	1	45	0 7 6	0 2 6
3. *C.* Dartmouth (Brixham) .	6d. per ton *harbour* dues yearly, instead of 3d. per voyage; but it is ascertained that if this were "taken advantage of" in the foreign trade, it would cause an actual injury to the vessels, as they would pay much more	58	3,879	39	2,722	.. ..	.. ..	1	69	..	..	.. ..	.. ..
4. *C.* Dartmouth (Torquay) .	8d. per ton *harbour* dues yearly, instead of 4d. for every voyage (same remark as above)	2	520	4	1,038	.. ..	.. ..	1	69	..	..	.. ..	.. ..
5. *C.* Exeter (Teignmouth) ..	6d. per vessel *anchorage*	5	314	6	727	0 2 6	0 3 0	4	163	..	..	0 2 0	.. ..
6. Falmouth	Half pilotage for Truro vessels, being an exemption averaging 15s. per vessel	8	..	6	..	6 0 0	4 10 0	7	..	6	..	5 5 0	4 10 0
7. Faversham	5s. per vessel, *anchorage* and *beaconage*	24	800	21	776	6 0 0	5 5 0	4	182	1	19	1 0 0	0 5 0
8. Harwich	4d. per vessel *anchorage*	9	515	4	241	0 3 0	0 1 4	..	..	3	202	.. ..	0 1 0
9. Hull	1s. 6d. per vessel *anchorage* (40 to 100 tons the usual size). *Water bailiff's* dues no grievance, as shown before)	Not known				Less than 10*l.*		8	704	15	948	0 12 0	1 2 6
10. Lancaster	4d. per vessel *anchorage*	1	103	..	..	0 0 4	.. ..	..	..	1	68	.. ..	0 0 4
11. Lynn	6d. per vessel *anchorage*; 3s. 4d. per vessel *bulkbreak*; deduction of ¼d. per ton *buoys*, &c., and ¼d. per ton *stakage*	14	3,131	17	3,999	12 8 8	15 5 2	1	93	2	188	0 9 7	0 19 5
12. Milford	Average of 3s. per foot, or 30s. per vessel, *pilotage*	2	525	5	746	3 0 0	7 10 0	3	221	2	93	4 10 0	3 0 0
13. Newcastle	4d. per ton *ballast*; 2s. to 3s. per vessel *ship and boat* dues; 3d. per vessel *groundage*; 6d. per vessel *Ballast Office* dues; 2d. per chaldron *coals and grindstones*. For freemen of London, Rye, &c., 8d. to 1s. 8d. per vessel *ship and boat* dues; and 2d. per chaldron *coals*	Full particulars placed in M. Cochelet's hands				16 9 0	16 16 2	Full particulars given to M. Cochelet.				297 11 7	214 14 3
14. Portsmouth	Alleged exemptions have not existed since the passing of the Municipal Corporations Act. *Southampton* vessels passing Cowes and Portsmouth pay only half pilotage when bound *to or from Southampton only*, an exemption affecting Southampton and not Portsmouth ..	..	..	..	..	.. ..	.. ..	..	..	..	..	.. ..	.. ..
15. Rochester	2s. per vessel *anchorage*	20	476	27	749	2 0 0	2 14 0	22	701	15	448	2 4 0	1 10 0
16. Southampton . ..	1s. 6d. to 5s. per vessel *boomage*	289	49,410	299	50,215	70 9 0	72 2 0	70	3,578	80	3,260	6 17 0	6 13 6
17. Yarmouth	1d. instead of 5d. per ton on *goods*. All other allegations incorrect	35	3,281	23	2,553	54 13 8	42 11 0	7	492	6	320	8 4 0	5 6 8
SCOTLAND (1)—													
18. Aberdeen	9d. instead of 1s. per ton *ballast* dues. All other assertions incorrect	77	6,095	60	5,250	76 3 9	65 12 6	2	55	2	70	0 13 9	0 17 6
IRELAND (1)—													
19. *C.* Cork (Youghal) ..	1s. 8d. per vessel *anchorage*; 2s. 6d. per vessel *plankage*; and 3d. per ton *ballast*	1	109	..	..	1 11 5	.. ..	2	191	1	77	2 19 5	1 5 1
CHANNEL ISLAND (1)—													
20. *C.* Alderney	6d. per ton *tonnage* dues; and 1s. to 3s. per vessel *anchorage and chainage*, for vessels of this tonnage	18	497	42	734	15 2 6	22 11 0	52	293	30	262	9 18 6	8 1 0
	Total amount of exemption in the above cases ..	..	..	..	..	277 14 10	281 18 8	Total amount of "injury" in the above cases ..				344 0 4	255 0 9
	Average of the two years	..	..	..	..	279 16 9		Average of the two years				299 10 6	

The single case of Guernsey remains to be noticed, it being the 165th, and last on the list.

In the Island of Guernsey local exemptions existed for a long period. They consisted in an exemption from *tonnage* and *anchorage* dues in favour of Guernsey vessels, and an exemption from dues on *goods* in favour of the inhabitants; but as this last exemption was enjoyed by the inhabitants, in whatever vessels the goods were imported, French vessels were so far in no way practically injured by it. The exemptions on vessels were, however, undoubtedly taken advantage of to a considerable extent by Guernsey vessels engaged in the foreign trade, to the extent, probably, of a few hundreds of pounds sterling a-year. Assuming, then, merely for the sake of argument, that local exemptions are opposed to the principle of our Treaty with France, the case of Guernsey was the most prominent one which France could cite in her favour. But the case is now entirely altered.

On the 6th June last an amended Tariff passed the States of Guernsey, *by which every local exemption of every kind was entirely swept away.* This Tariff came into complete operation on the 1st of December, and accordingly all the peculiar privileges previously enjoyed by the inhabitants of Guernsey *have absolutely ceased to exist.*

The results arrived at in the preceding pages may be thus summed up. They show that, of the allegations advanced as to the existence of local exemptions, one-half are incorrect; that, in a large number of instances, the local exemptions which prevail constitute no practical grievance to French shipping; that in the case of many ports and creeks there is no foreign trade whatever; that in many others, where there is foreign trade, there are neither privileged vessels nor French vessels employed in it; that in others, again, no privileged vessels are engaged in the foreign trade, although French vessels are so; that, in several instances, no French vessels trade with the port, while a few privileged vessels engaged in the foreign trade do so; that the *total annual amount of exemption in two years in favour of such vessels is shown to have been* 15*l.* 10*s.* 4*d.**; and that in the remaining cases, where both French vessels and privileged vessels are employed in the foreign trade of the port, being only 20 out of 165 alleged by the French Government, the total average annual amount of exemption in two years in favour of the latter is 279*l.* 16*s.* 9*d.*,† making, when added to the above sum of 15*l.* 10*s.* 4*d.*, a total amount of 295*l.* 7*s.* 1*d.*, as the entire extent of the benefit conferred upon them, as compared with French vessels, by local exemptions throughout the country.

On the other hand, the sum that has been actually paid by French vessels in the whole of the ports in question only exceeds by an annual average amount of 299*l.* 10*s.* 6*d.*, instead of 27,490*l.* as estimated by the French Government, the sum that would have been paid by them had they been admitted to all the privileges of local exemptions.

Lastly, it appears, as respects even this *nominal* amount of local privilege, that it is in the course of gradual extinction, and that the Legislature has provided for its absolute and unconditional surrender at a period which, under no circumstances, can be very remote. After that period entire equality will exist with regard to all the charges which form the subject of the present inquiry. Moreover, British shipping in general is at present exposed to precisely the same disadvantages and conditions with French shipping in respect to those exemptions.

Not being in possession of the calculations by means of which the Government of France arrived at the conclusion that the existing local exemptions formed a virtual annual tax upon French shipping of not less than 27,490*l.*, it has not been possible to examine those calculations in detail. But the accurate and complete information that has now been obtained through the Custom-house has enabled the Board of Trade to demonstrate conclusively the entire fallacy of those calculations.

It only remains to observe that, with regard to the individual amounts of exemption, which the French Government state to be, in some cases, as much as 2*s.*, 3*s.*, and 4*s.* per ton, not one instance has been met with, in the course of the investigations, in which the exemptions reach the smallest of those amounts; the the average appearing to be, when applying to *tonnage*, somewhat more than 2*d.* per ton; and when applying to the ship's hull, from 6*s.* to 7*s.* per vessel; the amounts in both cases being in practice scarcely appreciable.

In conclusion, the Board of Trade will readily afford every assistance in their power to the French Consul-General towards elucidating and clearing up any points

* See page 39. † See page 40.

bearing on this question, respecting which he may be desirous of receiving further information. The whole of the calculations upon which the preceding Tables are founded are also entirely at his service.

APPENDIX.

(No. 1.)

(Circular.)
(Special and Immediate.)
Gentlemen, *Custom-House, London, October* 28, 1851.

I AM directed by the Chairman to transmit to you herewith an extract from a communication from the Board of Trade, on the subject of local exemptions in the several ports of the United Kingdom, together with extracts from the statement prepared by the French authorities, therein referred to, so far as the same relates to your port and the creeks thereof; and I am to request that you will take immediate steps for obtaining all the information in your power relating to the charges referred to—observing to return this letter, after filling up the return as to vessels and answering the several questions on the back, and stating any additional information you may be enabled to furnish.

I am, &c.

(No. 2.)

Memorandum inclosed in Circular of October 28, 1851. (*No.* 1.)

ANNEXED is a Return prepared by the French authorities here, showing the discrepancies that appear to exist on the subject of local exemptions in the various ports of this country, between the Customs' Returns presented to Parliament last session and the Returns from which they (the French) derive their information; and it is desirable that the necessary steps be taken for the purpose of testing the accuracy of the allegations made by France, and all of which are stated to be drawn from English documents, the three following being those relied upon:—

1st. The Reports on Municipal Corporations, published in 1834 or 1835.

2nd. The Parliamentary Return, published in 1846 (Sessional Paper No. 711), on the port charges of this country, and which in the accompanying list is called *Report*, 1846.

3rd. Daniel's Directory to the Port Charges of the United Kingdom. Edition of 1851.

The last of these is a work published without any official authority, and it is impossible to say how far it is correct.

The course which it appears advisable to pursue, for the purpose of ascertaining the facts accurately, is as follows:—

A circular letter should be sent to every port where the French state local exemptions to exist, intimating that the Government is anxious to verify the correctness of the statements; and that the Customs officers should therefore make every exertion to test their accuracy by applying for information to the proper quarters when they are not themselves cognizant of the facts.

In each case, therefore, the whole of the statements respecting any port made in this paper should be sent to the officers at that port for their report as to their correctness, item by item.

Each creek will require its separate return, as well as each port.

But it will not be sufficient to learn with precision what local exemptions exist—statistical information will be required to show the extent to which they are taken advantage of by the freemen and others to whom they apply.

The information needed can be best illustrated by an example. Take, for instance, the case of Berwick-upon-Tweed, where our return is *Nil;* but where the French allege exemptions to exist in favour of vessels belonging to the port, as respects anchorage, harbour, shore dues, and an additional duty, on the authority of the Corporation Reports, and the Return of 1846, before mentioned. Here, we must learn—

1st. As respects each of these dues, whether the exemptions now exist; and if

not, whether it has been abolished since the publication of the Reports, &c., on which the allegation is founded.

2nd. The number and tonnage of each of the following classes of vessels that entered the port in each of the years 1849 and 1850:—

(*a.*) Vessels enjoying the exemptions in question.

(*b.*) Other British vessels not enjoying them.

(*c.*) French vessels in the direct trade.

(*d.*) All vessels together, including the above.

3rd. Where no exact information is obtainable as to the vessels enjoying the exemptions, what is the total amount of relief which the best information that can be obtained gives reason to suppose is enjoyed by those vessels,—that is, what additional sum would probably have been received by the various corporations, &c., if the privileged vessels of the port paid the same dues as all other English vessels.

It will also be necessary to ascertain whether, when the exemption is given to freemen, burgesses, &c., and not to vessels belonging to the port, those freemen do not enjoy the exemption even if the goods are brought in French vessels; also, what is the number of freemen, &c., and the number of vessels of the port enjoying exemption.

In the cases where a general *differential duty* is alleged to exist, as in those of Berwick (Holy Island), Carnarvon (Barmouth), Cowes (anchorage dues), Torquay, Gainsborough and Grimsby, and where no *local exemption* is mentioned, there can be no doubt that the French are entirely mistaken, as in those instances the Treaty of 1826 clearly provides that they shall not be charged. They have been misled by the returns not expressly stating that the differential dues only apply to those countries with which we have no Treaties of Reciprocity; it will, however, be necessary to obtain a distinct answer upon the point.

The returns of the shipping in each *port* that we are calling for should be subdivided into the various creeks composing the port; this is very important.

An approximate estimate of the total amount of shipping dues of all kinds (distinguishing whether harbour, anchorage, or other dues) received annually in each port where local exemptions may exist, should also be applied for. This will be extremely useful for the purposes of calculation hereafter.

In fact, the fullest information that can be obtained in every case respecting local exemptions should be furnished, and the officers should be requested not to confine themselves to answering the exact questions asked, but to add anything that may tend to elucidate the question.

(No. 3.)

Blank Form inclosed in Circular of October 28, 1851. (*No.* 1.)

EXTRACT from the Statement prepared by the French Authorities.

Port or Creek.	Nature of Charges.	Nature of Exemptions, &c.	Authority.	Rate for Vessels belonging to the Port.	Rate for other British Vessels, being the same as privileged Foreign Vessels.	Result of Custom-house Returns as to Exemptions, made in the Year 1850.	Observations.

The information particularly required is as under:

A RETURN of the number of Vessels which entered the of from Foreign Parts in the years 1849 and 1850.

Year.	British Vessels enjoying the Exemption.		Other British Vessels not enjoying the Exemption.		French Vessels in the direct Trade.		Total Number of Vessels, including those in the three preceding columns, and all other Vessels.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1849 ..								
1850 ..								

1. If the alleged charges be differential dues, are such differential dues charged on French vessels engaged in the direct trade?

2. As respects each of the other dues, state whether the exemption *now* exists; and if not, whether it has been abolished since the publication of the Reports, &c., on which the allegation is founded.

3. In cases in which the exemption is given to Freemen, Burgesses, &c., and not to *Vessels* belonging to the Port, do those Freemen, &c., enjoy the exemption, even if the goods be brought in French vessels?

3. What is the number of Freemen who enjoy exemption and the number of vessels of the Port (or Creek) that enjoy exemptions?

5. Give an approximate estimate of the total amount of shipping dues of all kinds (distinguishing whether harbour, anchorage, or other dues) received annually at the Port or Creek, provided any local exemptions exist.

No. 17.

The Earl of Malmesbury to Lord Cowley.

(Extract.) *Foreign Office, September* 21, 1852.

I HAVE to repeat the invitation given on the 12th of February last by my predecessor in office to Count Walewski, to resume the negotiation for a new Treaty of Commerce and Navigation.

It may be proper, however, that I should recall to your Excellency's recollection the terms of a despatch addressed by Viscount Palmerston to the Marquis of Normanby on the 7th of August, 1849, in which it was stated that Her Majesty's Government would suspend for a reasonable time, and pending negotiations, the power given to the Crown of imposing prohibitions or restrictions on French vessels; but it must be evident to your Excellency that this suspension cannot be allowed to continue indefinitely.

No. 18.

Lord Cowley to the Earl of Malmesbury.—(Received September 28.)

(Extract.) *Paris, September* 27, 1852.

IN compliance with the instructions contained in your Lordship's despatch of September 21, I repeated to M. Drouyn de Lhuys, in your Lordship's name, the invitation given on the 12th of February last, by Earl Granville to Count Walewski to resume the negotiations for a new Treaty of Commerce and Navigation with France; and I called his attention to the difficulty under which Her Majesty's Government would find itself of continuing, unless those negotiations are resumed, the suspension of the power given to the Crown of imposing prohibitions or restrictions upon French vessels in British ports

During an interview which I had with the French Minister for Foreign Affairs this morning, he informed me that he had given orders for drawing up instructions to Count Walewski to enable that Ambassador to resume negotiations with your Lordship for a new Treaty of Commerce and Navigation.

No. 19.

Count Walewski to the Earl of Malmesbury.—(*Received September* 29.)

M. le Comte, *Londres, le* 25 *Septembre*, 1852.

LORD GRANVILLE m'a fait l'honneur de m'adresser, le 12 Février dernier, une note au sujet de la conclusion d'un nouveau Traité de Commerce entre la France et l'Angleterre, et un memorandum du Board of Trade relatif aux exemptions locales qui existent dans les ports du Royaume Uni. Je me suis empressé de porter ces deux documents à la connaissance de mon Gouvernement, qui en a fait l'objet d'un examen attentif, et a ordonné une nouvelle étude des innombrables points de détail qui se rattachent à la question si compliquée des exemptions locales. Tout en regrettant le retard qu'un travail de ce genre ne pouvait manquer de faire subir à la solution de la question pendante entre les deux pays, le Gouvernement du Prince Président n'en a pas moins cru devoir faire tout ce qui était en lui pour vider définitivement, avant de passer outre, une difficulté qui, si l'on en juge par l'exemple du passé, serait de nature à neutraliser les efforts de toute stipulation destinée à régler équitablement les rapports commerciaux et maritimes entre la France et la Grande Bretagne. Je viens aujourd'hui appeler l'attention de votre Excellence sur les objections qu'a soulevées à Paris le memorandum comparé aux renseignements recueillis l'année dernière au Board of Trade même, par M. Cochelet, et aux informations que le Gouvernement Français pouvait avoir par-devers lui.

J'examinerai en premier lieu en ce qui est du domaine du passé, c'est-à-dire, les divers cas qui paraissent ne pas devoir, quant à présent, donner lieu à des réclamations de notre part. Votre Excellence trouvera ci-joint (Tableau Supplémentaire No. 1) l'énumération des localités dans lesquelles les navires Français ont été frappés indument de droits différentiels pendant tout ou partie du temps écoulé depuis le Traité de 1826. D'autre part, le Tableau A, également ci-joint, présente en différentes colonnes les localités dans lesquelles les exemptions signalées par nous n'existeraient plus d'après l'enquête de l'année dernière, ou ne seraient plus de nature à porter préjudice à notre navigation.

En ce qui concerne le Tableau Supplémentaire No. 1, composé de deux colonnes, votre Excellence remarquera que la première colonne comprend exclusivement les localités dans lesquelles les pavillons étrangers, même privilégiés, étaient encore assujétis en 1851, au paiement de droits différentiels, et où, par conséquent, aucun de nos navires venant de France n'a pu se présenter pendant vingt-six années, sans y subir les conséquences d'une violation complète du Traité de 1826. Ces localités, parmi lesquelles figurent des ports principaux, sont au nombre de vingt-trois ; à Fowey, qui en fait partie, des navires Français sont, il est vrai, parvenus à se soustraire au traitement différentiel qu'on voulait leur appliquer ; mais cette circonstance toute fortuite n'atténue point l'abus, et contribue même à en faire ressortir les inconvénients. C'est avec une pénible surprise, my Lord, que le Gouvernement du Prince Président est arrivé à constater, non seulement que tant de perceptions, devenues illégales après 1826, ont continué de s'effectuer comme par le passé, mais même que quelques-unes d'entre elles ont été établies, notamment à Drogheda, Perth, Newquay, postérieurement à la conclusion du Traité de 1826.

La seconde colonne comprend le reste des localités dans lesquelles nous avions signalé l'application des droits différentiels à notre marine marchande. L'enquête nie l'existence actuelle de ces surtaxes, mais elle n'indique la date de leur abolition que dans un petit nombre de cas. Elle se borne souvent à constater qu'elles ont cessé d'être prélevées sur nos navires, sans faire connaître à partir de quelle époque ; et quelquefois même elle se renferme dans une négation pure et simple. (Je crois devoir placer ici, à ce sujet, une observation que j'aurai occasion d'appliquer également tout-à-l'heure aux exemptions locales ; c'est que les données recueillies par M. Cochelet d'après l'enquête, quoique plus explicites que celles contenues dans le memorandum, ne sont pas toujours suffisantes.) Sans doute nous avons pu être induits en erreur dans certain cas, d'ailleurs fort rares ; mais comme nos assertions ont été puisées en général à des sources officielles, nous devons croire, jusqu'à preuve du contraire, que les inégalités de traitement que nous avons signalées, et que l'enquête se borne à nier sans explication, ont existé pendant un temps plus ou moins long après 1826.

Je me réserve de déduire ultérieurement la conclusion des faits consignés dans le Tableau dont je viens de m'occuper. Mais avant d'aller plus loin, je dois, M. le Comte, appeler votre attention particulière sur l'engagement formel qu'a pris

le Board of Trade de faire immédiatement disparaître toute trace des mesures illégales que nos navires pourraient être exposés à subir à titre de droits différentiels dans l'intercourse entre la France et l'Angleterre. Je remarque, d'après les réponses des Commissaires des Douanes du Royaume Uni aux questions posées par l'enquête, que dans certains ports, tels que Dundalk, Drogheda, &c., &c., les efforts réitérés de l'autorité supérieure ont été jusqu'en 1851 impuissants à triompher des obstacles apportés par la résistance des autorités locales à la stricte exécution du Traité de 1826. D'un autre côté, M. Cochelet a informé le Gouvernement Français que les surtaxes différentielles n'avaient pas cessé de figurer sur les listes des droits à percevoir dans quelques localités où, d'après l'enquête, elles ne seraient pas prélevées depuis plusieurs années, notamment à Limerick, à Londonderry, Tarbert. Ne serait-il pas possible, enfin, qu'il en existât également dans d'autres ports que ceux sur lesquels ont porté nos investigations et celles de l'enquête? Dans plusieurs circonstances que nous avons omis de signaler, le " Parliamentary Return of Port Charges " fait mention de droits différentiels prélevés sur tous les bâtiments de commerce étrangers. Comment pourrions-nous, en pareil cas, supposer une exception en notre faveur, lorsque même dans des ports où les documents officiels constatent l'absence de taxes de cette nature, comme par exemple à Dundalk, Elie, John's Haven, nos navires y ont été assujétis pendant vingt-six années?

Je dois en conséquence prier votre Excellence de vouloir bien provoquer les mesures nécessaires pour assurer l'exécution de la promesse du Board of Trade à laquelle je viens de faire allusion; j'espère qu'elle voudra bien faire donner ou renouveler des ordres aussi formels et aussi généraux que possible, pour empêcher qu'à l'avenir les navires Français venant de France ou s'y rendant soient traités moins favorablement que les navires Anglais eux-mêmes dans quelque port que ce soit du Royaume Uni.

Je passe à l'examen du Tableau A, qui est exclusivement relatif aux exemptions locales. Ce Tableau comprend, à l'exception de 24 ports ou criques dans lesquels il n'a pu être question de droits différentiels et qui d'ailleurs figurent au Tableau Supplémentaire No. 1, les localités qui, au nombre de 101, composent les deux premières listes de noms contenus dans le memorandum. J'y ajouterai Guernsey, qui se trouve mentionné à la fin du memorandum, et Polwheli, dont ce document a omis de parler, ce qui porte à 79 le nombre des localités énumérées dans le Tableau A.

Les 10 localités dont les noms sont portés à la première colonne me paraissent ne devoir être admises que sous toutes réserves, à faire partie de la catégorie dont je m'occupe en ce moment. Je ne saurais, en effet, regarder le privilège dont jouissent les navires de Newry à Warrenpoint comme n'existant pas, par cela seul que le Seigneur du manoir les affranchit par courtoisie du paiement de la moitié des droits qu'il prélève sur les autres bâtiments. Du moment où l'exemption existe en fait, notre marine marchande est exposée à en subir les inconvénients. A Rye, où l'exemption, au contraire, existerait seulement en droit d'après le memorandum, je tiens à constater que nos navires ne sont en aucun façon pour l'avenir à l'abri du préjudice qu'elle serait de nature à leur occasionner. Quant aux 8 autres localités, M. Cochelet a signalé, d'après les résultats de l'enquête, des exemptions dont le Memorandum ne fait aucune mention. Aussi à Burntisland et à Dysart les navires appartenant aux *freemen* ne paieraient que la moitié des droits de port ou d'ancrage; à Fisherrow, un arrêté des Commissaires du port aurait affranchi les navires de la localité de l'obligation de prendre un pilote; à Girvan, l'exemption du demi-droit d'ancrage indiquée par le " Parliamentary Return of Port Charges " continuerait d'exister au profit des navires du port; à Hastings, les navires de la localité paieraient actuellement des droits de ports inférieurs au taux général; à Inverary, les navires que les *freemen* viendraient à posséder seraient exempts de tous droits de port et de quay; à Perth, les bâtiments qui n'appartiendraient pas au district paieraient 1*d.* par tonneau en sus des droits de remorquage; à Whithorn, enfin, les navires de la localité seraient exempts du demi-droit de *harbour*, en vertu d'une charte qui remonte à 1511. Comment pourrions-nous dès-lors, en présence des doutes que font naître ces divergences, accepter sans restrictions les assertions laconiques du Memorandum?

Il est au surplus d'autres points que je m'abstiens de signaler, bien que les résultats de l'enquête laissent subsister à leur égard quelque incertitude. Je ferais seulement remarquer que dans certains districts les exemptions existant au chef-lieu ont été reconnues exister également dans toutes les criques qui en dépendent; ne pourrait-on pas inférer de ce fait, par analogie, qu'il en est de même pour une

multitude d'autres criques où l'enquête n'a pas constaté de privilèges locaux, alors qu'il en existe dans les ports dont elles dépendent?

Les localités dans lesquelles il n'existe actuellement d'après l'enquête aucune sorte d'exemption, font l'objet des seconde et troisième colonnes. La seconde colonne se rapporte aux seules exemptions abolies depuis 1826, pour lesquelles la date de l'abolition a été indiquée avec quelque précision. Elle contient les noms de 23 localités et ne fait au surplus aucune mention des exemptions abolies dans les localités où il en existe encore. Vous remarquerez, M. le Comte, que la durée moyenne des exemptions qui s'y trouvent n'a pas été de moins de seize années à partir de 1826. Il est d'ailleurs à regretter que l'enquête ait presque toujours omis de faire connaître les Actes en vertu desquels ont eu lieu ces différentes abolitions. En ce qui concerne notamment le cas particulier d'Arbroath, où le Memorandum déclare toutes les exemptions abolies dès 1839, je m'explique difficilement la mention relative à leur existence que renferme le "Parliamentary Return of Port Charges" publié cinq années après.

Sur les 32 localités énumérées dans la troisième colonne, il n'en est qu'un très petit nombre à l'égard desquelles nos assertions paraissent avoir été de tout temps dénuées de fondement. Dans la plupart d'entre elles, les termes mêmes des réponses recueillies par l'enquête permettent de supposer l'existence d'exemptions locales pendant une partie considérable du temps écoulé depuis la conclusion de notre Traité avec l'Angleterre. Cette hypothèse est d'ailleurs pleinement confirmée, à une ou deux exceptions près, par les indications que nous avons puisées dans les documents officiels. Je citerai notamment Ayr, où, d'après l'enquête, il n'aurait jamais existé d'exemptions locales, et où, cependant, les "Municipal Corporations Reports" en indiquent une; Neath, où le même document mentionne deux exemptions sous les noms de *Portreeve* et *Layer Duties;* Londres, où l'abolition de l'exemption signalée par nous remonte à une époque toute récente; Appledore, où ce n'est que par tolérance que nos navires jouissent actuellement du même privilège que les bâtiments immatriculés; Granton et Newry, qui figurent sur la liste du Memorandum—nous n'avions, ce me semble, signalé aucune exemption dans ces deux localités.

La quatrième colonne, qui correspond à la seconde liste dressée par le Board of Trade, comprend 14 localités, dans lesquelles les exemptions paraissent s'appliquer seulement aux marchandises, quel que soit, d'ailleurs, le pavillon importateur.

Je ferai remarquer qu'il ne résulte pas plus des indications sommaires du Memorandum à ce sujet que des informations recueillies au Board of Trade par M. Cochelet, que les navires appartenant aux *freemen* ne jouissent en aucun cas du traitement privilégié. Je me borne, au surplus, à cette simple observation.

Avant d'aborder l'examen d'une autre catégorie de ports, je crois devoir, M. le Comte, résumer ici les réflexions générales que me suggèrent les deux Tableaux précités. Il n'est pas inutile de constater, d'abord, que la presque totalité des cas d'exemptions qui sont niés par le Board of Trade ont été signalés par nous sur la foi des deux documents officiels intitulés "Parliamentary Return of Port Charges," et "Municipal Corporations Reports," dont le Mémorandum s'est empressé de reconnaître l'exactitude et l'authenticité. Les assertions que nous avons trouvées dans le livre de Daniel s'accordent le plus souvent avec celles contenues dans l'un ou l'autre de ces documents, et les quelques erreurs dans lesquelles cet auteur paraît être tombé, erreurs qui consistent ordinairement à indiquer comme existantes des exemptions abolies, lui sont presque toujours communes avec les documents officiels eux-mêmes. J'ajouterai que les résultats de l'enquête ont confirmé l'existence d'exemptions locales ou de droits différentiels dans la plupart des cas où nos affirmations reposaient uniquement sur l'autorité de l'ouvrage en question. Je ne me dissimule pas, au surplus, que cette publication ne saurait être regardée comme un traité complet sur la matière, et j'ai voulu seulement établir que les données qu'elle renferme méritaient la confiance qu'elles nous ont inspirée.

La seconde observation que j'ai à émettre nécessite, à cause de son importance, quelque développement.

Lorsque, pour la première fois, nous avons entrepris d'évaluer avec quelque précision, en l'absence de tout concours de la part de l'Administration Anglaise, l'étendue du préjudice occasionné à nos navires par les inégalités de traitement qu'ils subissaient dans les ports Britanniques, nous nous sommes attachés à relever une à une, d'après des sources d'informations généralement exactes, toutes les exemptions locales dont il nous a été possible de découvrir la trace en même temps que

quelques droits différentiels proprement dits. Les doutes que nous avons conçus, dans le cours de nos recherches, à l'égard d'un très petit nombre des cas ainsi constatés, ne nous ont pas empêchés de comprendre les cas particuliers dans notre travail d'ensemble, qui devait, dans notre pensée, servir de base à une enquête ultérieure et plus approfondie.

Procédant ensuite aux calculs à l'aide desquels nous sommes arrivés à constater au détriment de notre navigation un dommage équivalent à 27,490 livres par an, nous avons peut-être exagéré, sous certains rapports, les bases de ces calculs. Mais cette exagération possible, à laquelle nous exposait forcément d'ailleurs la nécessité où nous nous sommes trouvés d'agir d'après des données statistiques incomplètes, nous a paru devoir elle-même contribuer à l'exactitude approximative du résultat numérique que nous avions en vue d'obtenir. Elle était, en effet, de nature à servir de compensation aux omissions de privilèges locaux et d'exemptions dont nos recherches ne nous paraissaient pas pouvoir être exemptes. Nos suppositions, en ce qui concerne ces omissions, étaient au surplus parfaitement fondées, car M. Cochelet a depuis lors signalé au Board of Trade et fait comprendre dans l'enquête un grand nombre d'exemptions et de droits différentiels que nous n'avions pas reconnus et qui par conséquent n'avaient pas figuré parmi les éléments de nos calculs. Si donc nous nous reportons, d'une part, aux nombreuses inégalités de traitement qui, d'après les deux Tableaux sus-mentionnés, ont existé dans une foule de ports du Royaume Uni, d'autre part, à celles qui existent encore, ne sommes-nous pas en droit d'affirmer, sans même tenir compte de celles qui ont jusqu'à présent échappé à nos investigations, que pendant plusieurs années après 1826, et antérieurement aux abolitions constatées par l'enquête, le préjudice éprouvé par notre marine marchande a été réellement aussi considérable que nous l'avons prétendu, lorsque, dans un travail long et aride, nous avons établi le bilan de nos griefs en chiffres approximatifs ?

Prenant d'ailleurs en considération l'ignorance dans laquelle le Gouvernement de Sa Majesté Britannique a été, pendant tant d'années, du fait même de l'existence des abus précités, et par suite la bonne foi dont il peut se prévaloir en cette circonstance, je declare, M. le Comte, m'abstenir de récriminations inutiles à l'égard du passé. Mais il me reste à démontrer qu'en ce qui concerne le présent et à l'avenir, les exemptions locales qui continuent d'exister ont une toute autre valeur que celle que le Mémorandum croit pouvoir leur attribuer.

Le Tableau que vous trouverez ci-joint, sous la lettre (A), comprend toutes les localités dont l'existence actuelle est reconnue par le Board of Trade et qui sont de nature à porter préjudice à notre navigation. Les localités, au nombre de 64, figurent au Memorandum sur cinq listes successives à partir de la troisième inclusivement. Comme vous le remarquerez, elles ont été réparties entre les cinq colonnes de Tableau (A), suivant la division adoptée par le Board of Trade. Ne possédant pas au surplus les éléments nécessaires pour évaluer exactement le taux des exemptions existant dans chacune d'elles, nous avons dû nous borner à en indiquer le nombre par des chiffres qui sont parfois, d'ailleurs, au-dessous de la vérité, attendu que, d'une part, nous n'avons tenu compte que de celles à l'égard desquelles il n'y a aucune divergence entre le Mémorandum et les relevés de M. Cochelet, et que, d'autre part, celles qui dans un même port ont paru présenter des caractères identiques ont été réunies en une seule dans l'intérêt de la simplification du travail.

Dans la première colonne se trouvent énumérés, M. le Comte, 20 ports dont la plupart sont le centre d'un mouvement maritime considérable et entretiennent des relations nombreuses et suivies avec la France: ces localités seraient, d'après les renseignements recueillis par le Board of Trade, les seules dont une partie de l'intercourse avec nos ports se serait effectuée à la fois par navires Français et par navires Anglais privilégiés pendant les deux années 1849 et 1850, La seconde colonne comprend 12 autres localités, dans lesquelles, suivant les mêmes données, les navires Anglais privilégiés auraient pris part à l'intercourse avec la France, à l'exclusion de tout bâtiment Français.

Je n'ai pas besoin d'insister sur l'extrême portée de ce fait, duquel il résulte que, dans les ports en question nos navires se sont trouvés complètement hors d'état de soutenir la concurrence de la marine marchande locale.

Le Mémorandum fait connaître, pour les seuls ports énumérés dans ces deux colonnes, le taux des exemptions et le nombre tant des navires Français que des bâtiments Anglais privilégiés qui ont navigué entre ces ports et la France, en 1849 et 1850. Ce double relevé sert de base à un calcul partiel au moyen duquel le

Board of Trade s'est efforcé de démontrer que le préjudice éprouvé par notre pavillon s'élève à peine à 300 livres par an. Assurément, M. le Comte, les arguments de détail ne nous manqueraient pas pour contester l'exactitude des éléments de calcul qui ont produit un résultat aussi inadmissible. Nous pourrions, par exemple, relever, comme nous l'avons déjà fait plus haut, certaines divergences entre les assertions du Mémorandum et les documents de l'enquête communiqués à M. Cochelet. Ainsi, d'après cette dernière source d'information, les navires appartenant aux "freemen" du port de Lynn seraient exempts du droit de lest; les bâtiments immatriculés à Southampton n'y paieraient que demi-droit de pilotage; les navires de Kinsale ne seraient pas soumis au paiement des droits de lest et de quille ("keelage") prélevés sur les bâtiments étrangers à ce port. D'un autre côté, sans mettre en doute l'exactitude des chiffres relatifs au mouvement de la navigation tant Française que privilégiée, chiffres que nous ne sommes pas d'ailleurs en mesure de contrôler, nous pourrions faire remarquer qu'ils ne s'appliquent qu'à une moyenne de deux années, insuffisant pour servir de base à un calcul sérieux, et nous n'aurions à ajouter, à l'appui de cette observation, que, d'après des renseignements recueillis par notre Agent Consulaire à Falmouth, le nombre des navires Français venus de France dans ce port en 1851 s'est élevé à 76 tandisque le Mémorandum n'en indique que 7 pour 1849, et 6 pour 1850. De même à Newcastle, qui entretient avec la France des relations commerciales et maritimes considérables, on ne peut que difficilement admettre qu'un chiffre aussi faible que celui de 9 navires, indiqué par l'enquête pour chacune des deux années précitées, représente la moyenne actuelle de la part ordinairement prise à cette intercourse par la navigation privilégiée, alors surtout qu'il existe dans ce port jusqu'à 150 navires possédés par des "freemen."

Ne serions-nous pas également fondés à objecter que les éléments de calcul employé par le Board of Trade auraient dû comprendre les exemptions de pilotage dont jouissent à Portsmouth les navires de Southampton, et à Cowes ces mêmes navires et ceux de Portsmouth. Le privilège que possèdent les bâtiments de Brixham et de Torquay de payer un droit annuel double seulement du droit ordinaire, ne pourrait-il pas aussi, jusqu'à un certain point, être l'objet d'une remarque analogue, puisqu'il équivaut à une exemption totale de droits au troisième voyage que ces navires feraient en France dans le cours d'une même année? Il nous serait facile enfin de combattre l'argumentation du Board of Trade, qui consiste à représenter la concurrence des navires privilégiés comme trop insignifiante pour nuire à notre pavillon, tant par suite du faible taux des exemptions, qu'à cause du petit nombre de ceux de ces bâtiments qui pendant les deux années précitées ont navigué entre les deux pays. Il suffisait, en effet, de faire remarquer, d'une part, que s'il n'y a eu, à une époque déterminée, qu'un petit nombre de navires privilégiés qui aient fait l'intercourse entre certains ports Britanniques et la France, c'est là un fait essentiellement transitoire qui ne peut servir de base à une appréciation durable; et d'autre part, que, quelque minime que puisse être dans certains cas le taux des exemptions existantes, les inégalités de traitement qui en résultent n'en aggravent pas moins d'une manière sensible la concurrence déjà si onéreuse que notre pavillon soutient dans des conditions d'infériorité bien connues contre le pavillon du Royaume Uni. Je n'insisterai pas au surplus, M. le Comte, sur les observations qui précèdent, quelle que soit actuellement l'étendue du préjudice effectif causé à notre navigation par l'existence d'exemptions dans les 32 ports précités; le chiffre qui représenterait exactement ce préjudice serait loin, dans tous les cas, de représenter aussi, comme je le démontrerai tout-à-l'heure, celui que nos navires sont exposés à éprouver d'un moment à l'autre par suite des exemptions qui existent dans un grand nombre d'autres ports Britanniques.

Les trois dernières colonnes du Tableau A contiennent l'énumeration des localités dans lesquelles aucun bâtiment privilégié n'a pris part, d'après le Mémorandum, à l'intercourse entre les deux pays en 1849 et 1850. Ici encore, je pourrais faire remarquer que les relevés dressés par M. Cochelet d'après les documents de l'enquête, mentionnent 5 navires Français venus en 1849 à Ilfracombe, alors que le Memorandum comprend cette localité au nombre de celles où notre pavillon ne se montre pas. Il en est de même de Deal, où 5 de nos navires partis de France sont entrés en 1851, d'après les renseignements recueillis par notre Agent Consulaire dans ce port. Mais surtout je m'étonne de voir le port de Cardiff classé par le Board of Trade dans la catégorie de ceux à la navigation desquels nos bâtiments de commerce ne prennent aucune part. Il résulte, en effet, d'un relevé qui fait partie du Tableau du Commerce Général de la France en 1849, et qui n'est

relatif au surplus qu'à un petit nombre de ports Anglais, que pendant cette même année 1849, 381 navires Français sont venus de Cardiff en France, et que 153 ont été expédiés de France à destination de ce port. Ces chiffres, qui sont en contradiction complète avec l'assertion précitée du Memorandum, indiquaient d'ailleurs que les relations commerciales de Cardiff avec les pays étrangers sont loin de présenter l'insignifiance que le Board of Trade attribue à celles des ports énuméres dans la 4e colonne du Tableau A. Enfin, la non-participation des bâtiments privilégiés à l'intercourse entre la France et certains ports tels que ceux de Douvres, de Ramsgate, de Margate, de Sandwich, de Pembroke, et de Scarborough, me semble peu probable par suite de l'existence, dans ces localités, de privilèges de différente nature en faveur des navires qui appartiennent aux Cinque Ports. En ce qui concerne Douvres, notamment, je ne puis réellement supposer, M. le Comte, qu'aucun de ces derniers navires ne prenne part à la navigation de ce port avec la France, alors que le mouvement de cette navigation s'est élevé en 1849, d'après le relevé publié par notre Administration des Douanes, à 2,127 bâtiments et 192,483 tonneaux, entrées et sorties réunies.

Quoqiu'il en soit, et lors même que la classification des localités comprises dans les trois dernières colonnes du Tableau A serait exacte, l'on ne serait pas fondée à nier le préjudice que l'existence d'exemptions dans ces diverses localités est de nature à faire éprouver à notre pavillon. De ce que nos navires ne seraient pas actuellement exposés à y subir la concurrence d'une navigation privilégiée, il ne s'en suivrait pas qu'ils fûssent à tout jamais à l'abri de cette concurrence. Les *freemen* qui ne sont pas armateurs peuvent le devenir ; les bâtiments immatriculés ou appartenant à des *freemen*, qui dans ces derniers temps n'ont pas fait de voyages en France, peuvent en faire à l'avenir ; et quant aux localités dont le mouvement maritime actuel se borne à la navigation côtière, l'établissement de fabriques nouvelles, l'exploitation de richesses commerciales jusqu'à ce jour ignorées, l'influence même du nouveau système maritime du Royaume Uni, plusieurs causes enfin, peuvent y créer par la suite des relations commerciales avec les pays étrangers. Dans ces différentes hypothèses, nos navires ne se trouveraient-ils pas en présence d'une concurrence qui, soutenue dans des conditions inégales, aurait sans doute pour résultat de les exclure des ports qu'ils fréquentent, et de leur fermer l'accès de ceux où des intérêts commerciaux viendraient à les appeler ? Le Board of Trade fait, il est vrai, remarquer, M. le Comte, qu'une classe très importante d'immunités locales, celle qui comprend les exemptions accordées aux navires Français, doit graduellement disparaître par voie d'extinction, attendu qu'aux termes des Actes Législatifs publiés en 1835 et 1840, qui ont aboli en principe les priviléges appartenant aux Corporations Municipales en Angleterre et en Irlande, ceux des membres de ces Corporations qui en faisaient partie lors de la promulgation de l'un ou de l'autre de ces deux Actes, et leur femmes, enfants, et apprentis, existant à la même époque, sont les seules personnes admises à jouir, leur vie durant, de ces mêmes priviléges. Mais cette observation qui, d'ailleurs, ne me paraît pas devoir, jusqu'à plus ample renseignement, s'étendre aux Corporations de l'Ecosse, ne saurait être prise en sérieuse considération par le Gouvernement du Prince Président. Ce serait, en effet, ajourner indéfiniment la satisfaction que nous réclamons, que de la faire dépendre du décès d'un nombre encore très-considérable de *freemen* et de veuves, d'enfants, et d'apprentis de *freemen*. Notre marine marchande a eu trop longtemps à souffrir des inégalités de traitement qui résultent des privilèges des Corporations Municipales en matière de taxes de navigation, pour que nous acceptions le maintien même provisoire d'un état de choses qui, à en juger par l'exemple cité dans le Mémorandum en ce qui concerne le nombre des extinctions à Liverpool depuis 1830, se prolongerait sans doute bien au-delà du terme assigné à la durée du nouveau Traité que nous viendrions à conclure. Je persiste donc à comprendre cette catégorie spéciale d'immunités locales dans l'ensemble de nos réclamations actuelles.

Quel que soit, au surplus, le préjudice occasionné à notre pavillon par l'existence des exemptions appartenant aux *freemen*, il est moins grave assurément que celui résultant des privilèges dont jouissent les navires immatriculés dans plus de 50 ports du Royaume Uni. Comme vous le voyez, M. le Comte, par le Tableau Supplémentaire que j'ai l'honneur de vous transmettre ci-joint sous le No. 2, et qui contient la liste sans doute incomplète de ces diverses localités, le nombre des bâtiments immatriculés dans les seuls ports proprement dits, s'éleverait en 1851 à 4,361, d'après les chiffres empruntés au document Parlementaire intitulé "Shipping," et publié le 30 Mars, 1852, sous le No. 218. Or, il n'existe, que je

sache, aucune disposition législative en vertu de laquelle cette classe d'exemptions doive disparaître dans un temps donné des Tarifs de droits de navigation en vigueur dans les ports Britanniques. Par conséquent, l'observation du Board of Trade relative à l'abolition des privilèges locaux par voie d'extinction n'aurait pu s'appliquer, alors même que nous aurions cru devoir en tenir compte, qu'à la moins importante des deux principales catégories d'exemptions que nous avons signalées.

Je crois avoir complètement démontré, par tout ce qui précède, M. le Comte, non seulement qu'en présence d'un nombre considérable d'exemptions dont la dernière enquête faite par le Board of Trade a constaté l'existence actuelle, et qui, d'après les données d'ailleurs insuffisantes que renferme le Tableau A, ne constitueraient pas moins de 101 causes d'inégalité au détriment de notre pavillon, il nous est impossible de ne pas subordonner au réglement préalable de cette grave question, la continuation des négociations entamées pour la conclusion d'un nouveau Traité de Navigation entre la France et l'Angleterre; mais qu'en outre cette enquête elle-même, malgré le soin consciencieux avec lequel elle paraît avoir été dirigée, est encore loin de présenter des résultats assez exacts et assez complets pour pouvoir servir de base à l'arrangement que nous poursuivons. Une entière incertitude continue de régner en effet, tant sur la date et la nature des différents Actes qui ont décrété l'abolition d'une foule des exemptions locales, que sur le taux et l'importance de la plupart de celles qui existent encore; sur le nombre des navires admis à en jouir; sur celui qui existent encore; sur le nombre des navires admis à en jouir; sur celui des *freemen* qui en profitent, &c. Il y a plus; les résultats de l'enquête sont virtuellement invalidés par ce seul fait, que le Board of Trade dans ses investigations n'a pas embrassé la totalité des ports du Royaume Uni. Je crois devoir, M. le Comte, développer ici, en quelques mots, cette observation, que je recommande à votre attention particulière.

Nous avons, ainsi que vous le savez, signalé dans 167 localités seulement des inégalités de traitement en matière de droits de navigation; nos assertions à cet égard ont été presque exclusivement puisées à deux sources officielles; les "Municipal Corporations Reports," publié en 1834 et 1835, et le "Parliamentary Return of Port Charges," publié en 1846. Ces deux documents contenant l'indication plus ou moins détaillée des diverses taxes perçues dans tous les ports et criques du Royaume Uni sans exception, l'on pourrait supposer que dans les localités où ils ne signalent aucune exemption les navires Anglais et assimilés jouissent du même traitement que la marine marchande locale; d'où il y aurait lieu de conclure que la liste des exemptions signalées par nous ne saurait présenter d'autres lacunes que celles résultant d'omissions que nous aurions faites en compulsant les documents précitées. Or, cette hypothèse, quelque plausible qu'elle puisse paraître, perd toute sa valeur en présence des faits suivants:—

D'après les documents précités, il n'existerait aucune sorte d'exemption dans les ports de—Aberdeen, Alderney, Broadstairs, Elie, Faversham, Fowey, Macduff, Milton, Newburg, Pembroke, Sandwich, Sheerness, Warrenpoint, et Wells; et cependant l'enquête a constaté dans ces 14 ports de nombreuses exemptions, dont le Mémorandum lui-même reconnait expressément l'existence dans 8 d'entre eux. Je pourrais encore ajouter à cette liste Perth et Fisherrow, ainsi que quatre ou cinq exemptions existant à Aldborough, Douvres, et Ilfracombe. Nous sommes, dès-lors, pleinement autorisés à présumer, jusqu'à preuve du contraire, que des privilèges de même nature existent dans un grand nombre d'autres ports que nous nous étions abstenus, sur la foi des documents officiels, de signaler aux investigations de l'enquête.

Il résulte pour nous des développements qui précèdent, et je ne doute pas que votre Excellence n'en tombe d'accord avec moi, que l'enquête administrative de 1851 n'a abouti, comme celles de 1834, 1846, et 1850, qu'à constater très-imparfaitement le nombre et l'importance des privilèges locaux existant dans les ports du Royaume Uni. Votre Excellence comprendra, dès-lors, que nous ne puissions plus espérer aucun résultat satisfaisant de ce mode d'investigation, et que nous soyions conduits à en revenir au système déjà mis en avant par cette Ambassade dans le courant de l'année dernière; je veux parler de la formation d'une Commission Mixte qui serait spécialement chargée, non seulement de provoquer les recherches nécessaires, mais en outre d'en vérifier contradictoirement et d'en compléter les résultats. Cette proposition avait déjà été formulée dans une note de M. de Marescalchi à Lord Palmerston, en date du 20 Juin, 1851. Lord Palmerston, dans la réponse qu'il me fit l'honneur de m'adresser le 14 Juillet suivant, reconnaissait l'utilité que

pourrait avoir une Commission de ce genre, et se montrait, au nom du Gouvernement de Sa Majesté Britannique, disposé à adhérer à notre proposition. Il demandait seulement que le Consul-Général de France fût préalablement chargé d'examiner les documents du Board of Trade. Vous savez, my Lord, que cet examen a eu lieu, et que M. Cochelet s'est livré, avec le concours des Agents du Gouvernement de Sa Majesté Britannique, à des longues et consciencieuses recherches. Quelque satisfait qu'ait été mon Gouvernement de son travail, il n'a pu arriver, en le comparant au Mémorandum du Board of Trade, qu'à une seule conclusion : c'est celle qui ressort de tous les développements que je viens d'avoir l'honneur d'exposer à votre Excellence ; à savoir, qu'il est indispensable de s'entourer de nouveaux renseignements. Or, il est évident qu'on ne peut plus les demander aujourd'hui qu'à une Commission comme celle dont j'ai l'honneur de proposer la formation à votre Excellence, et qui fournirait la seule base possible d'un arrangement destiné à neutraliser le préjudice que les privilèges locaux font éprouver à la marine marchande Française dans l'intercourse directe entre les deux pays. En effet, où la somme totale des exemptions est insignifiante, ainsi que le prétend le Board of Trade, ou elle est, au contraire, considérable, comme nous nous croyons toujours fondés à l'affirmer. Dans le premier cas, l'Administration Anglaise ne saurait se refuser à procéder immédiatement à leur abolition complète par voie de rachat ou autrement, puisqu'il n'en pourrait résulter aucun sacrifice de trésorerie de quelque importance. Dans le second cas, et à défaut de cette abolition, il y aurait lieu d'établir de concert un droit différentiel compensateur devant être perçu en France sur tous les navires Anglais venant du Royaume Uni. Or, il serait indispensable dans l'un comme dans l'autre de ces deux cas, de réunir des données aussi complètes que possible sur le nombre, la nature et le taux des exemptions locales : une pareille tâche, M. le Comte, pourrait-elle être accomplie sans le concours d'une Commission Mixte ? Evidemment non. J'ajouterai que les informations que cette Commission serait chargée de recueillir offriraient sous un autre rapport une utilité incontestable en facilitant la révision des calculs qui ont servi en 1834 à déterminer le taux du droit unique de 1 franc 10 centimes actuellemeut prélevé dans nos ports sur les navires Français et Anglais venant des ports de la Grande Bretagne. Ce droit, comme vous le savez, a été censé représenter, d'une manière plus ou moins approximative, la moyenne des charges de diverse nature qui grèvent en Angleterre le pavillon national. Or, les éléments d'après lesquels cette moyenne a été évaluée à une époque déjà ancienne, n'étant pas à l'abri de tout reproche d'inexactitude, il conviendrait aujourd'hui, le cas échéant, de fixer avec précision, à l'aide d'un nouveau calcul, le taux du droit qui devrait à l'avenir servir de base au régime d'égalité effective entre les deux pavillons. Quelque bons effets qu'on soit en droit d'attendre d'une enquête de ce genre, le Gouvernement du Prince Président ne se dissimule pas, my Lord, qu'un assez long délai s'écoulerait probablement avant que les travaux de la Commission Mixte qui viendrait à être formée puissent aboutir à un résultat définitif. La marche de la négociation actuellement pendante en éprouverait, dès lors, des retards ; ce qui serait regrettable, surtout au point de vue des intérêts Britanniques, puisqu'elle reculerait l'époque à laquelle les provenances du Royaume Uni pourront cesser d'être assujéties, dans les ports de France, aux restrictions générales que leur impose le Traité de 1826, en ce qui concerne le commerce d'entrepôt. En conséquence, le Gouvernement du Prince Président croit devoir donner un nouveau témoignage de son bon vouloir et du désir dont il est animé de rapprocher autant qu'il est en lui le terme de la négociation, en reproduisant ici une proposition qui a déjà été faite, et dont l'adoption préviendrait tout retard et toute difficulté, en plaçant dès à présent en dehors du débat la question des exemptions locales. Cette proposition tendrait à affranchir d'un commun accord, de toute taxe, la navigation des navires Français et Anglais faisant l'intercourse entre les deux pays. Le Gouvernement de Sa Majesté Britannique a déjà, il est vrai, repoussé cette voie d'accommodement, quand elle lui a été présentée. Mais le seul motif qu'il ait exposé à l'appui de son refus était puisé dans des considérations financières qui, j'aime à le croire, ne sauraient l'emporter définitivement sur l'intérêt d'une solution prompte et avantageuse au commerce maritime de la Grande Bretagne. Je ne crois pas me tromper en avançant qu'il est facile d'évaluer le déficit que cette combinaison occasionnerait dans les récettes du Trésor Britannique. L'ensemble du tonnage des navires des deux pays tant à voiles qu'à vapeur, qui ont été expédiés des ports Français à destination d'Angleterre, avec ou sans chargements, pendant l'année 1850, s'est élevé, d'après les relevés publiés par notre Administration des Douanes, à 955,272 tonneaux, en prenant pour base de calcul, ce

chiffre d'une part, et de l'autre 1 franc 10 centimes qui représente la moyenne par tonneau des droits prélevés en Angleterre sur le pavillon national. Dans les ports du Royaume Uni on arrive à un résultat de 1,050,799 francs, soit environ 40,000 livres sterling. La modicité de ce chiffre me paraît plaider éloquemment en faveur de la proposition que je suis chargé de transmettre à votre Excellence, et le Gouvernement de Sa Majesté Britannique jugera si la situation financière du Royaume Uni est assez florissante pour qu'un sacrifice annuel d'une importance relative aussi faible, fait en vue de consolider les relations commerciales et maritimes entre les deux pays, et supporté d'ailleurs également par la France, puisse être proposé au Parlement sans soulever de sa part d'objection sérieuse. Un pouvoir aussi éclairé pourrait-il voir sans satisfaction que l'on entrât ainsi dans la voie du dégrèvement des charges si nombreuses qui pèsent sur la navigation en Angleterre ?

Quant à l'objection qui viendrait à être faite, que des Puissances étrangères pourraient chercher à se prévaloir de Traités antérieurs pour réclamer du Gouvernement de Sa Majesté Britannique leur admission au même traitement que la future Convention aurait consacré à notre égard, il me semble que des demandes de ce genre seraient tout naturellement repoussées par la condition de réciprocité que livre la France, et qu'aucune de ces Puissances ne saurait actuellement remplir, attendu que toutes grèvent de charges plus ou moins lourdes leur propre navigation.

En résumé, M. le Comte, je suis chargé par mon Gouvernement de proposer à votre Excellence l'une ou l'autre des deux combinaisons suivantes :—

La création d'une Commission Mixte, ou l'abolition complète des droits de navigation actuellement perçus dans les ports respectifs sur les navires des deux pays qui font l'intercourse directe entre la France et la Grande Bretagne.

Chacune de ces alternatives a pour but de régler définitivement cette question des exemptions locales qui a entravée jusqu'ici la négociation du nouveau Traité. Trop d'intérêts sont engagés dans la solution de cette question, pour que j'aye besoin de la recommander à la sérieuse attention de votre Excellence. Je me borne donc, my Lord, à vous prier de vouloir bien me faire connaître la résolution à laquelle s'arrêtera le Gouvernement de Sa Majesté Britannique.

J'ai, &c.

(Signé) A. WALEWSKI.

Inclosure 1 in No. 19.

TABLEAU (A).—Ports où le Memorandum signale l'existence d'Exemptions Locales et qu'il classe dans l'ordre suivant.

Des Navires privilégiés et des Navires Français participant à l'intercourse entre ces Ports et la France.		Des Navires privilégiés font l'intercourse, et aucun Navire Français n'y prend part.		Des Navires Français font l'intercourse, et aucun Navire privilégié n'y prend part.		Il y a intercourse, mais aucun Navire privilégié ni Français n'y prend part.		Il n'y a pas d'intercourse entre ces Ports et la France.	
Noms des Ports.	Nombre des Exemptions d'après le Memorandum.	Noms des Ports.	Nombre des Exemptions d'après le Memorandum.	Noms des Ports.	Nombre des Exemptions d'après l'Enquête.	Noms des Ports.	Nombre des Exemptions d'après l'Enquête.	Noms des Ports.	Nombre des Exemptions d'après l'Enquête.
Aberdeen ...	1	*Banff* ...	1	Anstruther ...	2	*Cardiff* ...	1	Aldborough ...	5
Alderney ...	2	*Fowey* ...	1	Baltimore ...	1	Cullen	2	Blackpotts ...	2
Brixham ...	1	Fraserburgh ...	1	*Douvres* ...	4	Dumbarton ...	1	Broadstairs ...	1
Cowes	3	Kinsale ...	1	*Folkestone* ...	2	Ilfracombe ...	4	Crail	1
Dartmouth ...	2	Milton	1	*Glasgow* ...	1	Leven	1	*Deal*	1
Falmouth ...	1	Macduff ...	1	Inverkeithing .	2	Margate ...	1	Elie	1
Faversham ...	2	North Berwick	1	Pittenween ...	5	Newburgh ...	1	Haverfordwest	1
Harwich ...	1	*Padstow* ...	1	Pembroke ...	1	*Port Glasgow* ...	1	Kilrenny ...	2
Hull	1	Portsoy ...	2	*Ramsgate* ...	1	Sandwich ...	1	Orford	1
Lancaster ...	1	*Stornoway* ...	1	*Scarborough* ...	1	Sheerness ...	1	Queensborough	2
Lynn	4	Wells	1	St. Andrew's ...	2	Wicklow ...	1		
Milford ...	1	Whitehills ...	2						
Newcastle ...	4								
Portsmouth ...	1								
Rochester ...	1								
Southampton ...	1								
Teignmouth ...	1								
Torquay ...	1								
Yarmouth ...	1								
Youghal ...	1								
20 Ports.	33 Exemptions.	12 Ports.	14 Exemptions.	11 Ports.	22 Exemptions.	11 Ports.	13 Exemptions.	10 Ports.	17 Exemptions

N.B.—On a souligné les noms des Ports pour les distinguer des simples Criques.

Inclosure 2 in No. 19.

TABLEAU (*a*).—Ports où il n'existe actuellement, d'après le Memorandum, aucune Exemption de la nature de celles qui font l'objet des réclamations Françaises.

Ports à l'égard desquels les assertions du Memorandum diffèrent des résultats de l'Enquête.	Ports où l'Enquête déclare les Exemptions abolies, en citant l'époque de l'Abolition.		Ports où l'Enquête nie l'Existence des Exemptions, sans citer l'époque de l'abolition.	Ports où les Exemptions s'appliquent d'après l'Enquête aux Marchandises Importées sous tous Pavillons.
		Aboli en		
Burntisland.	*Arbroath*	1839	Appledore.	*Barnstaple.*
Dysart.	*Belfast*	1836	*Ayr.*	*Beaumaris.*
Fisherrow.	Bridlington	1837	Berwick.	*Bideford.*
Girvan.	*Campbeltown*	1846	*Boston.*	*Bristol.*
Hastings.	Carrickfergus	1837	*Cardigan.*	Bowling Bay.
Inverary.	*Colchester*	1846	*Carlisle.*	Carmarthen.
Perth.	*Drogheda*	1840	Christchurch.	*Chichester.*
Rye.	*Dundalk*	1840	*Cork.*	*Dumfries.*
Warrenpoint.	*Guernsey*	1851	*Dublin.*	Exeter.
Withorn.	*Inverness*	1847	*Dundee.*	*Liverpool.*
	Ipswich	1846	Exmouth.	Newport.
10 Ports.	*Irvine*	1846	Fordwich.	*Peterhead.*
	Kirkaldy	1849	*Galway.*	Renfrew.
	Leith	1847	Granton.	Rothesay.
	Limerick	1835	*Hartlepool.*	
	Montrose	1846	Holy Island.	14 Ports.
	Newport in Monmouth ..	1836	*Jersey.*	
	Newquay	1835	*Londres.*	
	Polwheli	1835	Lymington.	
	Portaferry	1846	*Lyme Regis.*	
	Sterling	1843	Neath.	
	Temby	1846	Newry.	
	Waterford	1846	Oban.	
	23 Ports.		*Poole.*	
			Preston.	
			Ross.	
			Stranraer.	
			Tain.	
			Tralee.	
			Truro.	
			Wexford.	
			Weymouth.	
			32 Ports.	

N.B.—On a souligné les noms des Ports pour les distinguer des simples Criques.

Inclosure 3 in No. 19.

TABLEAU SUPPLEMENTAIRE (No. 1).—Ports où des Droits Différentiels sont perçus sur les navires de commerce Français même en cas d'intercourse directe.

Ports où ces perceptions existaient encore en 1851, d'après l'Enquête.					Ports où ces perceptions n'existaient plus en 1851, d'après l'Enquête.				
Anstruther,	figure également à la	3e	col. du	Table (A).	Ardglass.				
Baltimore,	id.	3	id.	(A).	*Ballina.*				
Barmouth.					Dundas.				
Beaumaris,	id.	4	id.	(*a*).	Eyemouth,	figure également à la	1e	col. du	Table (*a*).
Bridlington,	id.	2	id.	(*a*).	Fisherrow,	id.	3	id.	(*a*).
Bude.					*Galway.*				
Clay.					*Grimsby,*	id.	1	id.	(*a*).
Douvres,	id.	3	id.	(A).	*Hull.*				
Drogheda,	id.	2	id.	(*a*).	Killala.				
Dundalk,	id.	2	id.	(*a*).	Killough.				
Elie,	id.	5	id.	(A).	Largo.				
Fowey,	id.	2	id.	(A).	*Leith,*	id.	2	id.	(*a*).
Gainsborough.					*Limerick,*	id.	2	id.	(*a*).
Gourdon.					*Londonderry.*				
John's Haven.					*Plymouth.*				
Milton,	id.	2	id.	(A).	Port Leven.				
Newquay,	id.	2	id.	(*a*).	*Rochester,*	id.	1	id.	(A).
Perth,	id.	1	id.	(*a*).	Saltcoats.				
Pittenween,	id	3	id.	(A).	*Sligo.*				
Swansea.					*Southwold.*				
Torquay,	id.	1	id.	(A).	*Strangford.*				
Cowes,	id.	1	id.	(A).	Tarbert.				
Devonport.					Troon.				
					Youghal,	id.	1	id.	(A)

N.B.—On a souligné les noms des Ports pour les distinguer des simples Criques.

Inclosure 4 in No. 19.

TABLEAU SUPPLEMENTAIRE (No. 2).—Ports où les Navires immatriculés jouissent d'un traitement privilégié, d'après l'Enquête.

Noms des Ports.	Nombres des Navires Immatriculés.			Noms des Ports.	Nombres des Navires Immatriculés.		
	Au-dessus de 50 Tonneaux.	Au-dessous de 50 Tonneaux.	Total.		Au-dessus de 50 Tonneaux.	Au-dessous de 50 Tonneaux.	Total.
Aberdeen	248	29	277	Macduff	—	—	—
Aldborough	—	—	—	Margate	—	—	—
Alderney	—	—	—	*Milford*	69	79	148
Baltimore	—	—	—	Milton	—	—	—
Banff	99	43	142	Newburg	—	—	—
Blackpotts	—	—	—	*Newry* (à Warrenpoint)	40	79	119
Brixham	—	—	—	Oxford	—	—	—
Broadstairs	—	—	—	*Padstow*	58	61	119
Cowes	50	121	171	Pembroke	—	—	—
Cullen	—	—	—	*Perth*	58	10	68
Dartmouth	266	175	441	*Portsmouth* (à Cowes)	73	169	242
Deal	..	17	17	Portsoy	—	—	—
Douvres	28	57	85	*Ramsgate*	31	134	165
Elie	—	—	—	*Rochester*	68	324	392
Exeter (à Teignmouth) .	140	40	180	*Rye*	50	83	133
Faversham	70	220	290	Sandwich	—	—	—
Fisherrow	—	—	—	Sheerness	—	—	—
Folkestone	5	5	10	*Southampton* ..	89	149	238
Fowey	101	36	137	Torquay	—	—	—
Fraserburg	—	—	—	*Truro* (à Falmouth) ..	36	12	48
Girwan	—	—	—	Wells	—	—	—
Harwich	52	65	117	Whitehills	—	—	—
Hastings	—	—	—	Wicklow	—	—	—
Ilfracombe	—	—	—	Withorn	—	—	—
Kinsale	—	—	—	*Yarmouth*	—	—	—
Lynn	—	—	—				

N.B.—On a souligné les noms des Ports pour les distinguer des simples Criques.

No. 20.

Lord J. Russell to Count Walewski.

M. l'Ambassadeur, *Foreign Office, February* 19, 1853.

HER Majesty's Government have taken into their serious consideration the note which your Excellency addressed to my predecessor on the 25th of September last, relative to the conclusion of a new Treaty of Commerce between Great Britain and France; and whatever delay has arisen in reply to that communication must be attributed solely to the minute and careful investigation which was rendered necessary by the contents of your Excellency's note, which differed widely from the communication which Her Majesty's Government had been led by the Government of France to expect from your Excellency on the subject of the proposed Treaty.

When, in September last, M. Drouyn de Lhuys expressed to Lord Cowley his anxiety that the scale of duties should be modified on goods imported respectively from France into England, and from England into France, and that a Convention should be concluded on the subject, Lord Cowley was instructed to remind M. Drouyn de Lhuys that Her Majesty's Government had long ago evinced the utmost readiness to enter into negotiations for this purpose; and that those negotiations were only stopped by the unwillingness of the French Government to admit the statements of the British Government upon the subject of local exemptions in certain British ports.

M. Drouyn de Lhuys stated in reply, that instructions would be given to your Excellency to enable you to resume the negotiations for a new Treaty. But your Excellency's communication of the 25th of September, instead of proposing the resumption of the negotiations, was almost entirely restricted to the above-mentioned point of local exemptions, which matter Her Majesty's Government had considered as already exhausted and set at rest; and your Excellency concluded your note by stating that this matter must be definitively set right before any negotiations could be resumed. You accordingly proposed one of two alternatives: either that a Mixed Commission should be appointed to inquire minutely into the local exemptions in question; or else that all port-charges should at once be abolished on French and British vessels in both countries.

This unexpected proposal naturally rendered necessary a further reference to the Board of Trade, and a reconsideration of the whole question on their part; and the result of that reference and reconsideration is that Her Majesty's Government find it impossible to agree either to the proposal for the mutual abolition of all port-charges; or to that for a fresh inquiry into the matter of local exemptions, a subject which has already undergone repeated investigation of the most searching kind, to which investigation the French Consul-General was a party.

Her Majesty's Government deeply regret, therefore, the obstruction which seems to oppose itself to the resumption of negotiations which appeared to have been so much desired on both sides. But so long as the two above-mentioned alternatives are insisted on by the French Government, it is not easy to see how the negotiations are to be resumed.

I am anxious, however, in making this communication to your Excellency, to enable you to point out accurately to your Government the real position of the subject, and I accordingly inclose herewith a Memorandum which has been drawn up at the Board of Trade, pointing out the errors into which the French Government have fallen in commenting upon the details with which they have been furnished by their own agents as well as by Her Majesty's Government.

I think it may be desirable at the same time to recall briefly to your Excellency's attention the origin and general course of the negotiations which is now pending between the two Governments.

When, in 1849, the British Navigation Laws were amended, and greater facilities and advantages were given to French and to other foreign vessels in their commercial intercourse with the British dominions, Her Majesty's Government invited the French Government to reciprocate the liberal policy of Great Britain; and the French Government, in reply to that invitation, proposed in the following year to Her Majesty's Government a draft of a new Convention, accompanied by explanations of the principles upon which it was founded.

That draft of the Convention certainly embraced the question of the extension

and improvement of the commercial relations of the two countries; but the French Government at the same time introduced the subject of local exemptions as a grievance alleged to be contrary to Treaty; and that subject has unfortunately been allowed to supersede, as it were, the main question of the mercantile relations between the two countries, and has ever since been made the chief matter of discussion by the French Government.

Now, Her Majesty's Government have always regarded this point as one of an entirely subordinate, and indeed extraneous, character; but they nevertheless consented to investigate the subject of local exemptions, in order to prove to the French Government that the effect produced upon French shipping by these local exemptions was scarcely appreciable, and Her Majesty's Government conceive that they have clearly demonstrated this to be the case. But, in undertaking this investigation, Her Majesty's Government never for a moment intended to admit, nor can they ever admit, the interpretation which the French Government desire to put upon the Treaty of 1826; since that interpretation, if adopted, would have the effect of placing French vessels in British ports upon a footing not merely of equality with British ships, as provided by the Treaty, but of superiority over British ships, a position which it is manifest that no Treaty of Reciprocity could contemplate. The views of the British Government in this respect are clearly set forth in the well-known communication made by Viscount Palmerston to M. de Bacourt in the year 1833, when a complaint was preferred on the part of the French Government of certain exemptions in the Channel Islands. To those views Her Majesty's Government still strictly adhere.

The French Government, indeed, itself, in 1851, evinced a manifest disposition to coincide with the views of Her Majesty's Government in this matter; for M. de Marescalchi, in his note of the 20th of June in that year, stated that if it were found that the grievances complained of were trifling, no further point would be made of them by the French Government. Now, it has been clearly shown, by repeated investigation, that the said grievances, if grievances they can be called, are scarcely appreciable; and it is therefore with much surprise and concern that Her Majesty's Government see them still put forward in the foreground of the discussions by the French Government. Nevertheless, out of courtesy to the French Government, Her Majesty's Governmant, although they cannot consent to renewed official investigation, and feel bound to close all further discussion upon the point, are still willing to allow the French Consul-General to enter into friendly communication with the Board of Trade, in order that he may satisfy himself of the completeness and accuracy of the information upon which the statements of Her Majesty's Government respecting local exemptions are founded.

Notwithstanding the present unpromising aspect of the discussion between the two Governments, I am still willing to hope that your Excellency may be enabled to inform me that the negotiations for placing the commercial relations of the two countries on a footing satisfactory to both may be proceeded with; and I conclude without reminding your Excellency that the trade of the United Kingdom is at this moment subjected in the ports of France to disqualifications which apply to no other country; that those disqualifications were originally imposed by France in retaliation for the British Navigation Laws; that the British Navigation Laws have been amended in favour of France, but that the disqualifications above-mentioned have not as yet been removed; and that, in consequence of the hope held out by the French Government that steps would be immediately taken to remedy this evil, Her Majesty's Government have not, up to the present moment, adopted, by way of retaliation towards French shipping, any of the measures which are authorized by the British Navigation Act of 1849.

If, setting aside, as inconsiderable and almost inappreciable, the question of local exemptions, the French Government is disposed to enter into negotiations upon a Treaty of Commerce and Navigation between the two countries founded upon liberal principles, mutually advantageous to both, Her Majesty's Government will be ready to enter into such negotiation.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 20.

Memorandum on the subject of various Statements contained in Count Walewski's Letter to Lord Malmesbury of the 25th September, 1852, relating to the question of Local Exemptions.

THE object of the present Memorandum is not to enter in any way upon the general merits of the question, but merely to reply to the various points of detail embraced in Count Walewski's letter, and to point out the inaccuracies which it contains, both as to facts and as to the interpretation to be placed upon those facts, and the conclusions to be drawn from them.

With respect to the differential dues which Count Walewski states to have been charged upon French vessels in various ports contrary to the provisions of the Treaty of 1826, it has already been stated to the French Government that strict orders have been given to ensure the fulfilment of the engagements entered into by this country with France in that Treaty; and as Count Walewski treats such cases as "belonging to the domain of the past," and not now giving rise to any complaints on the part of France, it might perhaps have sufficed to have left this part of his letter unanswered. But as he enters at some length into the subject, and gives a list of 23 ports and creeks where he states that "differential duties are levied on French vessels even in the direct trade," it appears necessary to correct any errors in that list.

It appears, on reference to the documents from which it was compiled, that in 5 cases out of the 23, viz., those of Bridlington, Bude, Gainsborough, Milton, and Devonport, the French Government are entirely in error in supposing differential duties to have been chargeable on French shipping; while in 8 others, viz., Barmouth, Dundalk, Elie, Fowey, Gourdon, John's Haven, Newquay, and Perth, no French vessels whatever trade in those ports, so that even if the duties complained of were in theory levied upon them, they were not so in practice, and the Treaty of 1826 has therefore not been in any way departed from. With regard to such cases, and the remaining ones cited by Count Walewski, it will suffice to say that the special orders that have been issued, both to the Custom-house and Trinity Board, will prevent the risk of any possible contravention of the terms of the Treaty of 1826 in future.

As respects the three especial instances in which Count Walewski expresses the painful surprise of his Government that illegal differential duties on French vessels have been established since the date of the Treaty, it is sufficient to state that in two of them no French vessels trade with the ports in question (viz., Perth and Newquay), while in the third (Drogheda) only one such vessel of 78 tons has been seen there in the course of two years. With regard to Dundalk, where Count Walewski speaks of the reiterated efforts of the superior authorities having been, up to 1851, powerless to triumph over the obstacles opposed by the resistance of the local authorities to the strict execution of the Treaty of 1826, it is unnecessary to do more than observe that it appears, by the Returns, that no French vessels whatever trade with Dundalk.

A list of 24 other ports is given by Count Walewski, as being ports where differential duties are still leviable upon French vessels, but not actually levied in practice. But there is no reason to suppose that those vessels are in any way liable to the payment of such differential dues. It is true that the published tables of dues may speak of certain rates being chargeable upon British vessels, and certain other and higher rates being chargeable upon foreign vessels, under which head the French Government might not unnaturally suppose French vessels to be included. But this is an entire misapprehension on their part, and arises from an imperfect conception of the manner in which the relief granted to French vessels by the Treaty of 1826 is actually accorded to them. The conclusion of the Treaty could not render it compulsory on the bodies or persons for whose benefit the differential dues existed, to surrender their claims to receive the full amount of duties received by them on French vessels, previous to the conclusion of the Treaty. The loss which it entails falls on the Exchequer, which makes compensation to the possessors of these privileges for any losses which they might sustain; when, therefore, any differential duty on French vessels appears to exist, the receivers of the dues only collect from the captains of those vessels the amount payable by English vessels, and the differential part of the dues is paid to the receivers out of

the Exchequer, it being the duty of the Custom-house authorities in the different ports to see that this arrangement is properly carried out.

Proceeding now from the question of differential dues to that of local exemptions, many inaccuracies in the part of Count Walewski's letter that relates to them have to be signalized. It will be convenient to mention them in the order in which they there appear.

His Excellency speaks of Polwheli having been omitted from the Memorandum. But the reason why it does not figure there, is simply that no allegation as to the existence of local exemptions there was advanced by the French Government, nor do any such exemptions in fact exist at that creek.

At Warrenpoint, where certain vessels are exempt from anchorage dues by courtesy only, Count Walewski alludes to the inconvenience to which the French mercantile marine is exposed by such a *de facto* exemption. But no French vessels whatever trade with the creek. At Rye there is no exemption to the detriment of French shipping, as is stated. The privilege enjoyed there is simply a right for a Cinque Port mariner to pilot his own vessel in or out of the Cinque Ports, and this right has never been claimed.

In the eight ports and creeks of Burntisland, Dysart, Fisherrow, Girvan, Hastings, Inverary, Perth, and Withorn, the statements contained in the Board of Trade Memorandum are stated to differ from the statements in the documents from which it was compiled. The French Government are entirely incorrect in this assertion, as respects some of these ports, and there are no French vessels whatever trading with any of the others.

As to the complaint made by France that in the case of the 23 ports given in the second column of the Table (A) appended to Count Walewski's letter, the particular Acts of Parliament abolishing the exemptions existing in them are not specified, although the dates of the abolition are given, it is undoubtedly true that this is so; but for no other reason than that that especial information was not asked for by the agents of the French Goverument when the terms of the inquiry were arranged with them. Had it been so, means would have been taken at the time for obtaining it. A discrepancy between the Return obtained last year from Arbroath, as to the date of the abolition of local exemptions there, and the particulars respecting that port contained in the "Parliamentary Return of Port Charges," is spoken of by Count Walewski. A reference to the latter Return has shown that the French Government are entirely mistaken in supposing that it makes any mention whatever of the existence of local exemptions in Arbroath.

With respect to the ports comprised in the third column of the French Table (A), Count Walewski states that his Government made no complaints of exemptions existing at Granton and Newry, and infers that the Board of Trade wrongly introduced them into the Memorandum. It appears, however, by referring to the detailed list of complaints, submitted by M. Cochelet on behalf of the French Government, that Count Walewski labours under some misconception on this point, and that those two ports were in the French list.

His Excellency observes, with respect to the ports mentioned in the fourth column of the French Table (A), that there is nothing to show that the vessels belonging to the freemen in those ports do not enjoy a privileged treatment. But this question was not raised by France at the time of making the inquiries, as in these cases they only alleged the freemen's privileges to relate to goods and not to vessels. It will be satisfactory to the French Government to learn that the Returns show that the privileges to vessels, respecting which they now for the first time ask for information, do not in fact exist in these instances.

The reliable character of the information contained in Daniel's work on Port Charges is again urged by the French Government (notwithstanding that its extreme inaccuracy has been already pointed out) on the ground that its numerous errors are mostly common to it and to the official documents published in 1835 and 1846. Even if this statement were correct, which is far from being the case, this would be no excuse for the admission into a work like Daniel's, which is constantly being republished, and a fresh edition of which appeared not long ago, of errors contained in Returns, one of which was published six, and the other seventeen years ago.

It is next stated by Count Walewski, that if the results of the inquiry have, on the one hand, shown that his Government have in some respects exaggerated

the basis of the calculations by means of which they have estimated at the enormous sum of 27,490*l.*, the annual injury inflicted on French shipping by the existence of local exemptions; that exaggeration, on the other hand, only serves to counterbalance any omissions that might have been made by them when they made their calculations, and that the result has shown that there was, in fact, a very large number of such omissions made by them. His Excellency, therefore, concludes that these two circumstances may be set off against each other, and the original calculation as to the annual injury amounting to 27,490*l.* taken as being substantially correct.

The entire fallacy of the whole of the French arguments on this subject may be shown in a very few words. The above sum of 27,490*l.* was obtained by them by estimating the virtual differential tax annually imposed by the existence of local exemptions on the whole of the French shipping trade with this country at 1 franc 28·47 centimes per ton; this estimate being formed by taking the average amount of local exemptions for the whole of the ports of this country, whether such exemptions existed in them or not. If the ports where no local exemptions exist be omitted from the calculation, the average for the remaining ports is of course very considerably increased. Now, it has been proved by the inquiry that no local exemptions whatever exist in the more important ports of this country with which French vessels trade, such as London, &c., while the average amount of exemption enjoyed by the few privileged vessels in the remaining ports with which France carries on her trade is about 2*d.* per ton. Were there there no other evidence, this single fact fully proves the extraordinary exaggeration of the French estimate of the supposed injury caused to them by the existence of local exemptions.

Proceeding now to the contents of Table (A) that accompanies Count Walewski's letter, his Excellency states, with reference to the 12 ports contained in the second column of that Table in which local exemptions exist, that the fact of privileged vessels there being engaged in foreign trade, while no French vessels whatever trade with them, is of "extreme importance," as showing that "in the ports in question our [French] vessels have found themselves completely disabled from sustaining the competition of the local mercantile marine." How far this assumption is correct may be gathered from the simple fact, that the total number of privileged vessels in all those twelve ports taken together that on the average engage in the foreign trade, not with France only, but with the whole world, is 41, and that the total amount of exemption enjoyed in them by the whole of those vessels together is, on the average, 15*l.* 10*s.* 4*d.*, being an average of 7*s.* 7*d.* per vessel.

It is unnecessary to make any comment whatever on these figures.

It is here necessary to observe that, in making the calculations contained in the Board of Trade Memorandum, the case as to the benefit actually enjoyed by privileged vessels was placed in the very most favourable light to the pretensions of France; for the returns as to the number of privileged vessels engaged in the foreign trade were not confined to the case of those trading with France (which were all respecting which the French Government were in a position to raise the question), but embraced the whole foreign trade carried on by those vessels. Now, as the proportionate tonnage of British vessels trading with France is less than one-eighth of the total tonnage of such vessels engaged in the foreign trade (the entries of British shipping from France having been 613,469 tons in 1851, and those from all foreign countries 4,938,386 tons), it follows that the actual benefit conferred by local exemptions on our vessels trading with France may with perfect fairness be assumed to be only one-eighth of the total benefit enjoyed by them in the foreign trade. The Memorandum showed the latter to be 295*l.* 7*s.* 1*d.* per annum on the average, so that a sum of less than 40*l.* would more correctly exhibit the extent to which privileged vessels take advantage of local exemptions in their trade with France. It is not necessary to enlarge upon this point, or to show still further how it demonstrates the extreme exaggeration of the French estimates.

Returning again to points of detail, a reference to the original documents has shown that the Board of Trade Memorandum is not in any way incorrect, as stated by Count Walewski, in the particulars given in it as to Kinsale and Southampton.

As to the complaint made by France that the statistics given in the documents relate only to the years 1849 and 1850, instead of extending over a longer period, it is to be observed that it was pre-arranged with the French authorities, when the examination of the question in concert with them commenced at the Board of Trade, that the inquiry should be confined to those two years, inasmuch as to have gone back

further would have rendered it necessary to include the disturbed year 1848, when so great a check was placed upon the trade between England and France.

The particulars contained in the Memorandum as to Falmouth are in no respect inconsistent, as supposed by Count Walewski, with those obtained by the French Government from their Consular Agent there. The latter relate to the total entries of French vessels into the port; the former only to those subject to the pilotage dues, local exemption from which is complained of.

The Custom-house officers at Newcastle having given, in their original Returns, a satisfactory explanation to show why there are only nine privileged vessels of that port trading with France—a thing which they say might have seemed improbable to strangers—there seems to be no legitimate reason for the French Government stating "that they can only admit these figures with difficulty." For the satisfaction, however, of that Government, the following extract from the Return in question (which was amongst those placed in the hands of M. Cochelet) may be given:—

"There have been in the two years nine such ships in this trade belonging to four owners. This account may appear improbable to strangers, but not to those familiar to the trade, the ships belonging to the Tyne being of a larger class than is generally in this trade; the ships in it only average 130 tons, the Tyne ships average above 200 tons."

It having been shown in the Memorandum that in the case of Brixham and Torquay the vessels of those ports would be positively injured in practice if they took advantage of the right enjoyed by them of paying an annual sum for harbour duties double the sum usually paid on each voyage, inasmuch as these vessels make less than two foreign voyages in the year on the average, it is needless to reply to the observations now submitted by France with regard to those ports.

The statements of the Memorandum as to Ilfracombe, where it was represented that no French vessels trade, are perfectly correct, the Customs Return being "Nil." The five vessels spoken of by Count Walewski are expressly stated by the Custom-house authorities to have been driven in by stress of weather only. In the case of Deal, again, the Return of French shipping trading with the port is "Nil," in the Customs Returns, and is therefore correctly reproduced in the Memorandum.

With regard to Cardiff, it is only right to state that by a mere clerical error in transcribing the Returns, that port was spoken of in the Memorandum as being in the category of those where neither French nor privileged vessels in the foreign trade were to be met with, instead of the next category, viz., that of the ports where there were French but no such privileged vessels. It should have been in the third and not in the fourth column of the French Table (A). A reference to the Memorandum will show that this accidental transposition makes no difference whatsoever, as in neither case are the interests of French shipping in any way affected. No single figure in the calculation is changed.

With respect to the numerous cases, such as those of Dover, Ramsgate, Margate, Sandwich, Pembroke, and Scarborough, in which the French Government state that the statistics given in the official documents "seem little probable," and such as "they really cannot suppose" to be correct, the Board of Trade are scarcely in a position to express an opinion. But they deem it right to mention, in vindication of the Custom-house Returns on the subject, that, on the one side, there are the above official Returns to speak for their own accuracy, and, on the other, nothing but vague expressions of opinion of their inaccuracy.

Count Walewski proceeds to state, with regard to the assertion contained in the Board of Trade Memorandum that the Municipal Corporations Acts have provided for the gradual and ultimate extinction of local exemptions, that his Government conceive that the Acts in question only refer to the privileges enjoyed by the freemen in the different ports, and not to those enjoyed by the vessels belonging to those ports. But a reference to the terms of the Act will show that the supposition is entirely incorrect. The exemptions which they prospectively abolish are those theretofore enjoyed by "any burgesses of freemen" or "any person," the latter comprehensive word as a matter of course including the owners of vessels. The whole of the French argument on this point, therefore, falls at once to the ground.

With regard to Scotland (the Municipal Corporations Bill brought in for which failed to become law), it was shown in the Memorandum of the Board of Trade of 17th December, 1851, that amongst the 53 Scotch ports and creeks in which France had alleged local exemptions to exist, the allegations were entirely incorrect in 23 instances; that in 9 others the privileges were enjoyed by the goods

even when imported in French vessels; that in 4 more there was no foreign trade; in 16, no French vessels whatever trading with the ports; and that, finally, out of the whole number of 53, there was only one solitary port where French vessels were known to appear, two such vessels being recorded in each of the years 1849 and 1850. Count Walewski, indeed, argues that a reply of this nature cannot be admitted, inasmuch as in all probability the existence of these local exemptions, operating as a discouragement upon French vessels, has been the cause of their absence from the ports; but this will most assuredly not be supposed to have been the case when it is mentioned that, upon the average, the extra amount paid by the above four vessels in the port in question (namely, two in each year), over and above what they would have paid had they enjoyed the privilege, was 6*s.* 10½*d.* each in 1849, and 8*s.* 9*d.* each in 1850.

But it scarcely appears necessary here to enlarge further upon the operation of the Municipal Corporations Acts, to whatever parts of the United Kingdom they may apply, especially as Count Walewski states that any arguments drawn from those Acts "cannot be taken into serious consideration by the French Government."

The next argument urged by Count Walewski is that the investigations instituted by the Board of Trade did not include the whole of the ports of the United Kingdom, but only such as the French Government especially signalised for inquiry, to the number, as stated by his Excellency, of 167. It is stated by him that the inquiry has shown exemptions to exist in the fourteen ports and creeks of Aberdeen, Alderney, Broadstairs, Elie, Faversham, Fowey, Macduff, Milton, Newburgh, Pembroke, Sandwich, Sheerness, Warrenpoint, and Wells, although none of those places were signalized for inquiry. On this point, again, the French Government are entirely under a misapprehension, as every single one of these ports was included in the list given in to the Board of Trade for inquiry by M. Cochelet. The same remark is true of Perth, Fisherrow, Aldborough, Dover, and Ilfracombe, respecting which Count Walewski makes a similar observation.

The whole of the questions of detail embraced in Count Walewski's letter have now been entered upon *seriatim*, and the inaccuracies and great misapprehension as to the real facts of the case that are to be found in that letter have been sufficiently shown.

Board of Trade, January 29, 1853.

Inclosure 2 in No. 20.

Memorandum. Local Exemptions.

WITH the exception of the 81 cases in which the Board of Trade Memorandum of December 1851 admitted the existence of local exemptions in this country, there is no reason to suppose that in any other of the 544 ports, sub-ports and creeks of the United Kingdom, any such exemptions whatever exist. Of these 81 cases, there are 18 where the exemptions apply only to goods and are equally enjoyed by French vessels, leaving only 63 where the possibility of any grievance exists. Of these 63, 27 only are ports, the remaining 36 being creeks. A reference to the Memorandum will show how very few of even this reduced number of cases in any way practically affect French shipping. They may be subdivided as follows:—

Ports.	Creeks.	Total.	
1	9	10	No foreign trade.
1	9	10	Neither French vessels nor privileged vessels in foreign trade.
6	6	12	No privileged vessels in foreign trade.
4	7	11	Privileged, but no French vessels.
15	5	20	Exemptions in places where both French and privileged vessels trade.
27	36	63	

Board of Trade, February 7, 1853.

List of Ports and Creeks of the United Kingdom.

There is no reason to suppose the existence of Exemptions in those Ports opposite which no Observations are placed. In the remaining cases their existence was alleged by France incorrectly when marked "No Exemption;" more or less correctly when marked "Exemption.")

ENGLAND AND WALES.

Ports.	Creeks.	Observations.
1. ABERYSTWITH.		
	1. Aberayron and New Quay	No Exemption.
	2. Aberdovy.	
	3. Llansantffraid.	
2. ARUNDEL.		
	4. Bognor Beach.	
	5. Emsworth.	
	6. Itchenor.	
	7. Langstave.	
	8. Little Hampton.	
3. BARNSTAPLE	.. ..	Exemption as to goods only. Enjoyed by French vessels.
	9. Ilfracombe	Exemption. Neither French nor privileged vessels in foreign trade.
4. BEAUMARIS	.. ..	Exemption as to goods only. Enjoyed by French vessels.
	10. Aberffraw.	
	11. Amlwich.	
	12. Cemaes.	
	13. Conway.	
	14. Dillas.	
	15. Holyhead.	
	16. Rhydbent or Rhydpont Bridge.	
	17. Trathbycan.	
5. BEADNELL.		
	18. Holy Island	No Exemption.
	19. Warren.	
6. BERWICK	.. ..	No Exemption.
	20. Alemouth.	
	21. Budle.	
	22. Eyemouth	No Exemption.
	23. North Sunderland.	
7. BIDEFORD	.. ..	Exemption as to goods only. Enjoyed by French vessels.
	24. Appledore	No Exemption.
8. BOSTON	.. ..	No Exemption.
	25. Fosdyke.	
	26. Saltfleet.	
	27. Spalding.	
	28. Wainfleet.	
9. BRIDGWATER.		
	29. Minehead.	
	30. Watchet.	
10. BRIDPORT.		
11. BRISTOL	.. ..	Exemption as to goods only. Enjoyed by French vessels.
	31. Pill.	
	32. Uphill.	
12. CARDIFF	.. ..	Exemption. No privileged vessels in foreign trade.
	33. Aberthaw.	
	34. Barry.	
	35. Sully Island.	
13. CARDIGAN	.. ..	No Exemption.
	36. Aberayne.	
	37. Fishguard.	
	38. New Quay.	
14. CARLISLE	.. ..	No Exemption.
	39. Alonby.	
	40. Fisherscross.	
15. CARNARVON.		
	41. Barmouth	No Exemption.
	42. Portmadoc.	
	43. Portinllain.	
	44. Pwllheli.	
16. CHEPSTOW.		
17. CHICHESTER	.. ..	Exemption as to goods only. Enjoyed by French vessels.

Ports.	Creeks.	Observations.
18. CHESTER.		
	45. Bagilt.	
	46. Flint.	
	47. Mostyn.	
	48. Rhuddlaw.	
	49. Wepra.	
19. CLAY	. .. .	No Exemption.
	50. Blakeney.	
	51. Burnham	
	52. Brancaster.	
	53. Cromer.	
	54. Mundsley.	
	55. Wells	Exemption. No French vessels.
20. COLCHESTER	. .. . ..	No Exemption.
	56. Brightlingsea.	
21. COWES	.. ..	Exemption.
	57. Little Yarmouth.	
	58. Newport	Exemption as to goods only. Enjoyed by French vessels.
	59. Newton.	
	60. Ryde.	
	61. St. Helen's.	
22. DARTMOUTH	.. ..	Exemption.
	62. Brixham	Exemption.
	63. Kingsbridge.	
	64. Paington.	
	65. Salcombe.	
23. DEAL	.. ..	Exemption. No foreign trade.
24. DOVER	.. ..	Exemption. No privileged vessels in foreign trade.
	66. Hythe.	
	67. Sandgate.	
25. DOUGLAS (Isle of Man).		
	68. Castletown.	
	69. Derby Haven.	
	70. Peel.	
	71. Ramsay.	
26. EXETER	.. ..	Exemption as to goods only. Enjoyed by French vessels.
	72. Exmouth	No Exemption.
	73. Seaton.	
	74. Topsham.	
	75. Turf.	
27. FALMOUTH	.. ..	Exemption.
	76. Gweek.	
	77. Penryn.	
	78. Saint Just's Pool.	
	79. Saint Mawes.	
28. FAVERSHAM	.. ..	Exemption.
	80. Herne.	
	81. Milton	Exemption. No French vessels.
	82. Whitstable.	
29. FLEETWOOD.		
	83. Skippool.	
30. FOLKESTONE	.. ..	Exemption. No privileged vessels in foreign trade.
31. FOWEY	.. ..	Exemption. No French vessels.
	84. Charlestown.	
	85. Looe.	
	86. Mevagissey.	
	87. Palperro.	
	88. Parr.	
	89. Pentward or Pentowan.	
	90. Polkerris.	
	91. Polmear.	
32. GAINSBOROUGH ..	. .. .	No Exemption.
	92. Keadby.	
	93. Stockwith.	
33. GLOUCESTER.		
	94. Beachley.	
	95. Lydney.	
34. GOOLE	. .. .	No Exemption.
	96. Selby.	
35. GRIMSBY	. .. .	No Exemption.
	97. Salt Fleet.	
36. HARTLEPOOL . ..	.. ..	No Exemption.

Ports.	Creeks.	Observations.
37. HARWICH	.. ..	Exemption.
	98. Holland.	
	99. Mistley or Thornquay.	
	100. Thorpe le Soken.	
	101. Walton le Soken.	
38. HULL	.. ..	Exemption.
	102. Bridlington	No Exemption.
39. IPSWICH	.. ..	No Exemption.
40. LANCASTER	.. ..	Exemption.
	103. Amside.	
	104. Angerton.	
	105. Barrow.	
	106. Duddon.	
	107. Grange.	
	108. Ireleth or Kirby Ireleth.	
	109. Pile of Fondry.	
	110. Poulton.	
	111. Rampside.	
	112. Ulverston.	
	113. Walney.	
41 LIVERPOOL	.. .. ..	Exemption as to goods only. Enjoyed by French vessels.
	114. Runcorn.	
42. LLANELLY.		
	115. Bury.	
	116. Carmarthen	Exemption as to goods only. Enjoyed by French vessels.
	117. Langharne.	
	118. Loughor.	
	119. Pembrey.	
	120. Saint Clair.	
43. LONDON	.. ..	No Exemption.
44. LOWESTOFT.		
45. LYME REGIS	.. ..	No Exemption.
	121. Axmouth.	
	122. Seaton.	
46. LYNN	.. ..	Exemption.
	123. Heacham.	
47. MALDON.		
	124. Bradwell.	
	125. Leigh.	
	126. Rochford.	
48. MARYPORT.		
49. MILFORD HAVEN ..	.. ..	Exemption.
	127. Haverfordwest ..	Exemption. No foreign trade.
	128. Langpool.	
	129. Littlehaven.	
	130. Longshipping.	
	131. Noulton.	
	132. Pembroke Dock ..	Exemption. No privileged vessels in foreign trade.
	133. Saundersfoot.	
	134. Solva.	
	135. Tenby	No Exemption.
50. NEWCASTLE	.. ..	Exemption.
51. NEWHAVEN.		
52. NEWPORT (Monmouth) ..	.. ..	No Exemption.
53. PADSTOW	.. ..	Exemption. No French vessels.
	136. Boscastle.	
	137. Bude	No Exemption.
	138. Gannel.	
	139. New Quay.	
	140. Perth.	
	141. Port Garvan.	
	142. Port Isaac.	
54. PENZANCE.		
	143. Port Leven	No Exemption.
	144. St. Michael's Mount.	
55. PLYMOUTH	.. ..	No Exemption.
	145. Barnpool.	
	146. Calstock.	
	147. Catwater.	
	148. Devonport.	
	149. Mill Bay.	
	150. Sandy-hole.	
	151. St. Germain.	
56. POOLE.		
	152. Swanage.	

Ports.	Creeks.	Observations.
57. PORTSMOUTH	.. ..	Exemption.
	153. Emsworth.	
	154. Fareham.	
58. PRESTON	.. ..	No Exemption.
	155. Freckleton.	
	156. Hesketh Bank.	
	157. Lytham.	
59. RAMSGATE	.. ..	Exemption. No privileged vessels in foreign trade.
	158. Broadstairs	Exemption. No foreign trade.
	159. Fordwich* .. .	An inland town. No Exemption.
	160. Margate	Exemption. Neither French nor privileged vessels in foreign trade.
	161. Sandwich	Exemption. Ditto.
60. ROCHESTER	.. ..	Exemption.
	162. Maidstone.	
	163. Sheerness	Exemption. Neither French nor privileged vessels in foreign trade.
	164. Queensborough ..	Exemption. No foreign trade.
61. RYE	.. ..	No Exemption.
	165. Eastbourne.	
	166. Hastings	No Exemption.
62. ST. IVES		
	167. Hayle.	
	168. Portreath.	
63. Scarborough	.. ..	Exemption. No privileged vessels in foreign trade.
64. SCILLY.		
65. SHIELDS.		
	169. Amble.	
	170. Blyth.	
	171. South Shields.	
	172. Warkworth.	
66. SHOREHAM.		
	173. Brighton.	
67. SOUTHAMPTON . ..	.. ..	Exemption.
	174. Christchurch . ..	No Exemption.
	175. Guernsey Island.	
	176. Itchen.	
	177. Jersey.	
	178. Lymington	No Exemption.
	179. Redbridge.	
68. STOCKTON.		
	180. Cleveland Point.	
	181. Middlesborough.	
	182. Seaham.	
69. SUNDERLAND.		
70. SWANSEA	.. ..	No Exemption.
	183. Neath	No Exemption.
	184. Oxwich.	
	185. Pennard.	
	186. Port Eynon.	
	187. Porthcawl.	
	188. Port Talbot.	
71. TRURO	.. ..	No Exemption.
	189. Point.	
	190. Mopus.	
	191. Woodberry.	
72. TEIGNMOUTH	.. ..	Exemption.
	192. Torquay	Exemption.
73. WEYMOUTH	.. ..	No Exemption.
74. WHITBY.		
	193. Robin's Hood Bay, or Town	
	194. Sandsend.	
75. WHITEHAVEN.		
	195. Milton.	
	196. Ravenglass.	
76. WISBEACH.		
	197. Sutton Wash.	
77. WOODBRIDGE.		
	198. Aldborough . ..	Exemption. No foreign trade.
	199. Orford	Exemption. No foreign trade.
	200. Snape.	
78. WORKINGTON.		
	201. Harrington.	
79. YARMOUTH, GREAT ..	. .. .	Exemption.
	202. Beccles.	
	203. Southwold	No Exemption.

* Incorrectly supposed by France to be a port.

SCOTLAND.

Ports.	Creeks.	Observations.
1. ABERDEEN	.. ..	Exemption.
	1. Boddam.	
	2. Katerline.	
	3. Newburgh, or Ythan.	
	4. Stonehaven.	
2. ALLOA.		
	5. Cambus.	
	6. Clackmannan.	
	7. Fallin.	
	8. Kennetpans.	
	9. Kincardine.	
	10. Stirling	No Exemption.
	11. Thorsk.	
3. ARBROATH	.. ..	No Exemption.
4. AYR	.. ..	No Exemption.
	12. Dunure.	
	13. Girvan	Exemption as to goods only. Enjoyed by French vessels.
5. BANFF	.. ..	Exemption. No French vessels.
	14. Blackpotts	Exemption. No foreign trade.
	15. Buckie.	
	16. Cullen	Exemption. Neither French nor privileged vessels in foreign trade.
	17. Findochty.	
	18. Fraserburgh	Exemption. No French vessels.
	19. Gardenston.	
	20. Garmouth or Speymouth.	
	21. Macduff	Exemption. No French vessels.
	22. Pitullie.	
	23. Port Gordon.	
	24. Portsoy	Exemption. No French vessels.
	25. Rosehearty.	
	26. Whitehills	Exemption. No French vessels.
6. BORROWSTOUNNESS ..		
	27. Bridgeness.	
	28. Brucehaven.	
	29. Charlestown.	
	30. Crombie Point.	
	31. Inverkeithing	Exemption. No privileged vessels in foreign trade.
	32. Limekilns.	
	33. St. David's.	
7. CAMPBELTOWN . ..	.. ..	No exemption.
	34. Bowmore.	
	35. Islay.	
	36. Tarbert.	
8. DUMFRIES	.. ..	Exemption as to goods only. Enjoyed by French vessels.
	37. Annan.	
	38. Baldoon.	
	39. Barlochan.	
	40. Carty.	
	41. Carsethorn.	
	42. Dalbeattie.	
	43. Glencaple.	
	44. Kelton.	
	45. Kingholm or Nith.	
	46. Kirkcudbright.	
	47. Loutherness.	
	48. Pilnure.	
9. DUNDEE	.. ..	No Exemption.
	49. Balmerino.	
	50. Broughty Ferry.	
	51. Ferry Port on Craig.	
	52. Kingoodie.	
	53. Monifeith.	
	54. Newhaven.	
	55. Newport.	
	56. St. Andrew's.	
	57. Woodhaven.	
10. GLASGOW	.. ..	Exemption. No privileged vessels in foreign trade.
	58. Bowling Bay	Exemption as to goods only. Enjoyed by French vessels.
	59. Paisley.	
	60. Port Dundas	No Exemption.
	61. Renfrew	Exemption as to goods only. Enjoyed by French vessels.

Ports.	Creeks.	Observations.
11. GRANGEMOUTH	62. Poliok's Wharf.	
12. GREENOCK.		
	63. Ardrishaig.	
	64. Crinan.	
	65. Gourock.	
	66. Holyloch.	
	67. Inverary	Exemption as to goods only. Enjoyed by French vessels.
	68. Kilmory Quay, Loch-gilphead.	
	69. Lamlash.	
	70. Millport.	
	71. Oban	No Exemption.
	72. Rothesay	Exemption as to goods only. Enjoyed by French vessels.
	73. Tobermory.	
13. INVERNESS	.. .. ..	No Exemption.
	74. Beanby.	
	75. Bonarbridge.	
	76. Brora.	
	77. Burghead.	
	78. Clashach.	
	79. Cromarty.	
	80. Dalmore.	
	81. Dingwall.	
	82. Easedale.	
	83. Findhorn.	
	84. Fort George and Fort Rose.	
	85. Fort William.	
	86. Hopeman.	
	87. Invergordon.	
	88. Lossiemouth.	
	89. Meikleferry.	
	90. Nairn.	
	91. Portmadoc.	
	92. Port Maholmack.	
	93. Stotfield.	
	94. Tain	No Exemption.
	95. Tarbetness.	
14. IRVINE	.. .. ..	No Exemption.
	96. Ardrossan.	
	97. Largs.	
	98. Saltcoats	No Exemption.
	99. Troon	No Exemption.
15. KIRKCALDY	.. .. ..	No Exemption.
	100. Aberdour.	
	101. Anstruther	Exemption. No privileged vessels in foreign trade.
	102. Buckhaven.	
	103. Burntisland	Exemption as to goods only. Enjoyed by French vessels.
	104. Crail	Exemption. No foreign trade.
	105. Cellardyke.	
	106. Dysart	Exemption as to goods only. Enjoyed by French vessels.
	107. Elie	Exemption. No foreign trade.
	108. Guardbridge, or Eden Water (St. Andrew's Bay)	Exemption. No privileged vessels in foreign trade.
	109. Kilrenny	Exemption. No foreign trade.
	110. Kinghorn.	
	111. Largo	No Exemption.
	112. Leven	Exemption. Neither French nor privileged vessels in foreign trade.
	113. Methil.	
	114. North Queensferry.	
	115. Pettycur.	
	116. Pittenween	Exemption. No privileged vessels in foreign trade.
	117. St. Monance.	
	118. Wemyss.	
16. KIRKWALL.		
	119. Longhope.	
	120. Sanday.	
	121. Stromness.	
17. LEITH	.. .. ..	No Exemption.
	122. Aberlady.	
	123. Cockenzie.	
	124. Cramond.	
	125. Dunbar.	

Ports.	Creeks.	Observations.
17. Leith (*continued*).		
	126. Eyemouth.	
	127. Fisherrow	No Exemption.
	128. Granton Pier ..	No Exemption.
	129. Newhaven.	
	130. North Berwick ..	Exemption. No French vessels.
	131. Morrison's Haven.	
	132. Preston Pans.	
	133. South Queensferry.	
	134. Torryburn.	
18. Lerwick.		
	135. Scalloway.	
	136. St. Margaret's Hope.	
19. Montrose	.. ..	No Exemption.
	137. Gourdon ..	No Exemption.
	138. John's Haven ..	No Exemption.
20. Peterhead	.. ..	Exemption as to goods only. Enjoyed by French vessels.
21. Perth	.. ..	No Exemption.
	139. Earnmouth.	
	140. Errol.	
	141. Inchyra.	
	142. Newburgh on Tay ..	Exemption. Neither French nor privileged vessels in foreign trade.
	143. Polgavie, or Port Allan	
22. Port Glasgow ..	.. ..	Exemption. Neither French nor privileged vessels in foreign trade.
	144. Dumbarton	Exemption. Neither French nor privileged vessels in foreign trade.
23. Stornoway	.. ..	Exemption. No French vessels.
24. Stranraer	.. .. ..	No Exemption.
	145. Drumore.	
	146. Port Logan, or Port Nessock.	
	147. Port Patrick.	
25. Wick.		
	148. Castlehill.	
	149. Clyth.	
	150. Dumbeath.	
	151. Helmsdale.	
	152. Littleferry.	
	153. Lybster.	
	154. Sandside.	
	155. Scrabster.	
	156. Thurso.	
26. Wigtown.		
	157. Creetown.	
	158. Garlieton.	
	159. Gatehouse.	
	160. Isle of Withorn ..	No Exemption.
	161. Port William.	
	IRELAND.	
1. Ballina	.. ..	No Exemption.
2. Belfast	.. ..	No Exemption.
	1. Carrickfergus ..	No Exemption.
	2. Donaghadee.	
	3. Larne.	
3. Coleraine and River Ban.		
	4. Ballintree.	
	5. Ballycastle.	
	6. Portrush.	
4. Cork	.. ..	No Exemption.
	7. Clonakilty.	
	8. Kinsale	Exemption. No French vessels.
	9. Youghal	Exemption.
5. Drogheda	.. ..	No Exemption.
6. Dublin	.. ..	No Exemption.
	10. Arklow.	
	11. Balbriggan.	
	12. Bullock.	
	13. Clontarf.	
	14. Dunleary, now called Kingstown.	
	15. Howth.	
	16. Wicklow	Exemption. Neither French nor privileged vessels in foreign trade.
7. Dundalk	.. ..	No Exemption.

Ports.	Creeks.	Observations.
8. GALWAY	.. ..	No Exemption.
	17. Clifden.	
9. LIMERICK	.. ..	No Exemption.
	18. Askeaton.	
	19. Clare.	
	20. Dingle.	
	21. Kilrush.	
	22. Tarbert	No Exemption.
	23. Valentia Island.	
	24. Ventry.	
10. LONDONDERRY . ..	.. ..	No Exemption.
	25. Ballyraine.	
	26. Greencastle.	
	27. Kilmore.	
	28. Moville.	
	29. Quigley Point.	
	30. Redcastle.	
11. NEWRY	.. ..	No Exemption.
	31. Kilbileagh.	
	32. Newcastle.	
	33. Warren Point . ..	No Exemption.
12. ROSS, OR NEW ROSS ..	. .. .	No Exemption.
13. SKIBBEREEN.		
	34. Baltimore	Exemption. No privileged vessels in foreign trade.
	35. Bantry.	
	36. Beerhaven.	
	37. Castletownsend.	
	38. Crookhaven.	
	39. Deenmans.	
	40. Glandore.	
	41. Long Island.	
	42. Milk.	
14. SLIGO	.. ..	No Exemption.
	43. Ballyshannon.	
	44. Donegal.	
	45. Killala	No Exemption.
15. STRANGFORD	.. ..	No Exemption.
	46. Ardglass	No Exemption.
	47. Killough	No Exemption.
	48. Portaferry	No Exemption.
	49. Quoile.	
16. TRALEE	.. ..	No Exemption.
17. WATERFORD	.. ..	No Exemption.
	50. Dungarvon.	
	51. Dunmore.	
	52. Passage.	
18. WESTPORT.		
19. WEXFORD	.. .. ..	No Exemption.
	53. Bannow.	

CHANNEL ISLANDS.

1. JERSEY	.. ..	No Exemption.
2. GUERNSEY	.. ..	Exemptions abolished in 1851.
3. ALDERNEY	.. ..	Exemption.

Number of ports in England and Wales	79
„ creeks in ditto	203
Total number of ports and creeks in England and Wales	282
Number of ports in Scotland	26
„ creeks in ditto	161
Total number of ports and creeks in Scotland	187
Number of ports in Ireland	19
„ creeks in ditto	53
Total number of ports and creeks in Ireland	72
Channel Islands	3
Total number of ports and creeks in United Kingdom, &c.	544

No. 21.

Count Walewski to the Earl of Clarendon.—(Received July 26.)

(Extrait.) *Londres, le 25 Juillet*, 1853.

J'AI reçu en son temps et transmis à mon Gouvernement la réponse en date du 19 Février dernier, que Lord John Russell m'a fait l'honneur de m'adresser au sujet de la révision projetée du Traité de Navigation, conclu en 1826, entre la France et la Grande Bretagne. Il résulte tant de cette réponse que d'un Mémorandum du Board of Trade qui y était joint, que le Gouvernement de Sa Majesté Britannique persiste dans ces précédentes conclusions en ce qui concerne la suppression des taxes locales différentielles, mais que, tout en laissant en côté cette question spéciale, il propose de reprendre la négociation relative au renouvellement du Traité de 1826, et d'en entreprendre une autre pour la conclusion d'un Traité de Commerce.

Je m'abstiendrai quant à présent, M. le Comte, de revenir par écrit sur la discussion des taxes et exemptions locales. Le Gouvernement de Sa Majesté Impériale fait pour l'avenir toutes réserves à cet égard, et sans renoncer à l'espoir d'amener plus tard le Gouvernement de Sa Majesté Britannique à l'une des deux combinaisons que j'ai eu l'honneur de proposer à Lord Malmesbury, dans ma note en date du 25 Septembre, 1852, il veut, dès ce moment, donner une nouvelle preuve des dispositions conciliantes qui l'animent, et j'ai reçu ordre d'annoncer à votre Excellence que nous sommes disposés à aborder dès à présent l'examen détaillé des différentes clauses du projet de Traité qui a été communiqué par M. le Général de la Hitte à Lord Normandy, le 30 Janvier, 1850.

Dans ce projet, le Gouvernement Français proposait le traitement national pour l'intercourse entre les deux pays, pour le commerce des entrepôts, pour la navigation indirecte à la sortie, pour les transports entre les ports Britanniques et les Colonies Françaises, y compris l'Algérie; enfin, pour les navires sur lest et en relâche forcée ou volontaire, quelles que soient leur provenance et leur destination. A ces propositions s'ajoutait celle de supprimer immédiatement et en totalité les restrictions ou prohibitions exceptionnelles qui grèvent aujourd'hui, à l'entrée en France, la navigation indirecte avec chargement sous pavillon Britannique, et de garantir à cette navigation, tant dans les Colonies Françaises que dans les ports de la Métropole, la pleine jouissance de toutes les facilités qui sont ou seraient par la suite accordées à un pavillon étranger. En retour de ces avantages, dont l'ensemble constituerait pour la marine Anglaise une situation meilleure que celle qui résulte aujourd'hui de l'ensemble de notre législation, le Gouvernement Français ne demande que le bénéfice du droit commun, c'est-à-dire, que la garantie par le Gouvernement de Sa Majesté Britannique et pour notre navigation, du maintien des avantages qu'elle partage maintenant, à titre général, avec les pavillons de tous les pays dans les ports du Royaume Uni.

Telles sont, M. le Comte, les dispositions du projet de Traité de Navigation proposé, il y a trois ans et demi, par le Gouvernement Français, et dans la discussion approfondie desquelles il est encore prêt à entrer aujourd'hui.

No. 22.

The Earl of Clarendon to Count Walewski.

(Extract.) *Foreign Office, March 7*, 1854.

I HAVE the honour to state to your Excellency, that, in your proposal of July 1853, you expressed the willingness of the French Government to enter into an examination of the project of Convention submitted to Her Majesty's Government by General de la Hitte in January 1850; but that project had already been discussed not long after the date of its receipt; and your Excellency is, doubtless, aware that detailed answers were given to it by Viscount Palmerston in the notes which he addressed to M. Drouyn de Lhuys and M. Marescalchi, dated respectively on the 11th of May, 1850, and the 17th of April, 1851.

In General de la Hitte's draft of Convention, the principal points, in so far as regards the present position of the question, may be briefly described as relating to the question of the indirect trade between the two countries and their Colonies; the French proposal being that the vessels of each country should enjoy in the ports of

the other, in respect to such indirect trade, the treatment of the most favoured nation.

In reply to this proposal, Lord Palmerston, in his note of the 17th of April 1851, explained the reasons for which Her Majesty's Government felt that they were precluded from acceding to it, namely, that whereas, under such a stipulation, French vessels would enjoy in British ports, by virtue of the British navigation laws, all the privileges of national vessels, British ships in French ports would not enjoy a similar equality of treatment under the French navigation laws.

Lord Palmerston then added, that, unless France could accord real and complete reciprocity to British navigation, Great Britain could not enter into further Treaty stipulations on the subject with the Government of France; and he concluded by stating that Her Majesty's Government awaited the determination of the French Government upon this important point.

Her Majesty's Government have not been favoured with any further notice upon the point in question; and they still remain of opinion that, unless the French Government can offer a different basis of negotiation from that brought forward by General de la Hitte, it would be fruitless to enter upon the negotiation of an Amended Treaty; but I need scarcely add that Her Majesty's Government would receive with the greatest pleasure from the French Government, and would take into their serious and immediate attention, any amended draft of Convention based upon the communications already made by Great Britain to France.

I may here be allowed to remind your Excellency, with reference to my observations above made regarding the British and French navigation laws, that Lord John Russell, in his note to your Excellency of the 19th of February, 1853, remarked that the restrictions imposed exclusively upon British trade in French ports, in retaliation for former navigation laws of this country, still remain in force; and that, while those laws have been relaxed, and now give the utmost favour to French trade, no corresponding relaxation has been granted by France to British trade.

No. 23.

Circular to Her Majesty's Diplomatic Agents abroad.

Foreign Office, March 13, 1854.

HER Majesty's Government having introduced into Parliament a Bill for opening the coasting trade of the United Kingdom to the ships of all nations, they are desirous of calling the attention of foreign Governments to the advantages which may be likely to result to the trading interests of countries with which they are in friendly alliance, from giving to British vessels in foreign ports the same privilege which it is proposed to grant to foreign vessels in British ports.

In proportion as freedom of commerce has been extended in this country, trade has increased; and the result of the alteration in the British navigation laws has been that while the number and tonnage of ships belonging to the United Kingdom has annually increased, that augmentation has not kept pace with the wants of the trade.

Her Majesty's Government are disposed to consider that the greater the facilities given in the United Kingdom to foreign trade, the greater will be the benefit to this country; and if this be true as regards Great Britain, it must be equally true that a similar system would be beneficial to other countries.

You will accordingly invite the Government to which you are accredited to throw open its coasting trade to the British flag, and thus to reciprocate the advantages which its vessels will obtain in British ports.

I am, &c.

No. 24.

The Earl of Clarendon to Lord Cowley.

(Extract.) *Foreign Office, April* 11, 1854.

I HAVE to instruct your Excellency to point out to the French Government the different footing upon which Belgian, as compared with British, vessels will be

admitted into Algeria, under the Commercial Convention recently concluded between France and Belgium, and to use your utmost exertions to procure for Great Britain similar privileges to those given to Belgium.

No. 25.

Lord Cowley to the Earl of Clarendon.—(Received June 6.)

My Lord, *Paris, June 4, 1854.*

ON the receipt of your Lordship's despatch of the 11th of April, desiring me to endeavour to procure for British vessels visiting Algerian ports similar privileges to those conceded to Belgian vessels, I addressed a note on the subject to M. Drouyn de Lhuys, a copy of which is inclosed.

I received yesterday his Excellency's reply, a copy of which I likewise inclose. I regret to add that it is unfavourable to the wishes of Her Majesty's Government.

I have, &c.

(Signed) COWLEY.

Inclosure 1 in No. 25.

Lord Cowley to M. Drouyn de Lhuys.

M. le Ministre, *Paris, April 23, 1854.*

HER Majesty's Government having taken under consideration the Commercial Convention which has been recently concluded between France and Belgium, could not fail to be struck with the distinction which is therein made between the admission of Belgian and British vessels into the ports of Algeria, as regards the payment of tonnage dues.

I have accordingly been instructed to bring this matter, to which Her Majesty's Government attaches great importance, under the notice of the French Government, and to observe to your Excellency that the liberal policy of Great Britain towards French shipping might fairly entitle her to claim any concession which France may make to the shipping of other foreign countries, and that Her Majesty's Government, therefore, confidently hope that British vessels may be admitted into Algerian ports on the same footing as Belgian vessels.

I have, &c.

(Signed) COWLEY.

Inclosure 2 in No. 25.

M. Drouyn de Lhuys to Lord Cowley.

M. l'Ambassadeur, *Paris, le 3 Juin, 1854.*

J'AI reçu la lettre que votre Excellence m'a fait l'honneur de m'écrire le 23 Avril dernier, au sujet des avantages privatifs que la Convention Commerciale signée le 27 Février précédent, entre la France et la Belgique, consacre, en matière de droits de tonnage, au profit du pavillon de ce dernier pays dans les ports de l'Algérie. Après avoir rappellé que la marine marchande Anglaise n'est pas admise à participer aux avantages dont il s'agit, votre Excellence exprime, au nom du Gouvernement de Sa Majesté Britannique, l'espoir qu'en considération de la libéralité de la ligne de conduite adoptée par l'Angleterre à l'égard du pavillon Français, le Gouvernement de l'Empereur ne fera pas difficulté d'assimiler les navires Belges dans les ports Algériens.

Que votre Excellence veuille bien me permettre de lui faire d'abord remarquer que le traitement dont jouit le pavillon Belge en Algérie ne lui a été concédé ni privativement ni à titre gratuit, mais qu'il fait au contraire partie d'un ensemble de concessions maritimes et commerciales réciproques consacrées sous la forme conventionnelle. Ce serait donc à tort que le Cabinet de Londres, envisageant isolément cette seule clause du Traité du 27 Février dernier, croirait pouvoir lui attribuer le caractère d'une préférence exclusive pour la Belgique. Le Gouvernement de l'Empereur pouvait, d'ailleurs, d'autant moins avoir la pensée d'assurer sous ce rapport un avantage privatif à la marine Belge, que dans le Projet de Traité dont,

il y a quatre ans déjà, il proposait à la Grande Bretagne de substituer les dispositions à celles du Traité de Navigation du 26 Janvier, 1826, il avait spontanément offert d'accorder au pavillon Anglais, dans l'intercourse avec l'Algérie et les Colonies Françaises en général, le traitement de la nation la plus favorisée. Il ne dépend donc plus que du Gouvernement de Sa Majesté Britannique, en signant le nouveau Traité tel que nous lui avons proposé, et que nous sommes encore prêts à le conclure, d'assurer à son pavillon *de plano* la jouissance immédiate des faveurs concédées à la marine marchande Belge. J'ajouterai que l'équivalent indirect que la France acquerrait en retour serait loin d'avoir la portée des compensations maritimes ou commerciales par lesquelles la Belgique a acheté un degrèvement de 50 pour cent sur les taxes de tonnage en Algérie, puisque ce que nous demandons à l'Angleterre se borne à la garantie conventionnelle du nouveau régime de droit commun maritime qu'elle a jugé possible et avantageux de substituer aux restrictions de son ancien Acte de Navigation.

J'ai à peine besoin, M. l'Ambassadeur, de confirmer ici, en terminant, les dispositions libérales et conciliantes qui nous animent à l'égard du pavillon Britannique et du développement des échanges entre les deux pays.

Votre Excellence a pu voir, tout récemment encore, une preuve signalée de ces bienveillantes intentions dans le retrait des restrictions prononcées par l'Article 3 de l'Ordonnance du 26 Février, 1826, contre les provenances des entrepôts Anglais. Le Décret Impérial du 10 du mois dernier, en faisant ainsi disparaître la seule inégalité de traitement qui pût autoriser l'Angleterre à se considérer comme exclue, en France, d'avantages gratuitement accordés à d'autres nations, donne au surplus une nouvelle force aux observations concernant la différence du régime applicable aux navires Anglais et Belges en Algérie, que j'ai développées plus haut, et que le Gouvernement de Sa Majesté Britannique n'hésitera pas, je me plais à l'espérer, à prendre en sérieuse considération.

Agréez, &c.

(Signé) DROUYN DE LHUYS.

No. 26.

Lord Cowley to the Earl of Clarendon.—(*Received June* 8.)

My Lord, *Paris, June* 7, 1854.

ON the receipt of your Lordship's circular despatch of the 13th of March last, I addressed a note to M. Drouyn de Lhuys, inviting the French Government to throw open its coasting trade to the British flag, and thus to reciprocate the advantages which French vessels would obtain in British ports under a Bill introduced by Her Majesty's Government into Parliament for opening the coasting trade of the United Kingdom to the ships of all nations.

I have now the honour to inclose M. Drouyn de Lhuys' answer, which, I regret, declines the invitation addressed to the French Government.

I have, &c.

(Signed) COWLEY.

Inclosure in No. 26.

M. Drouyn de Lhuys to Lord Cowley.

M. l'Ambassadeur, *Paris, le* 6 *Juin,* 1854.

J'AI eu l'honneur d'annoncer à votre Excellence, le 25 Mars dernier, en réponse à sa communication du 15 du même mois, que la proposition du Gouvernement de Sa Majesté Britannique, tendant à obtenir pour le pavillon Anglais moyennant réciprocité en Angleterre pour le pavillon Français, la faculté de se livrer au cabotage sur les côtes de France, allait être soumise à un sérieux examen de la part des Départements Ministériels auxquels il appartenait d'apprécier la suite qu'elle devait comporter.

Cet examen, qui est aujourd'hui terminé, a eu pour résultat, M. l'Ambassadeur, de confirmer le Gouvernement de l'Empereur dans l'opinion que la différence des conditions économiques dans lesquelles les deux pays se trouvent respectivement placés, lui interdit, dans cette question spéciale du cabotage, comme dans d'autres

questions non moins délicates, de suivre l'Angleterre sur le terrain des nouveaux principes qu'elle a jugé utile à ses intérêts d'introduire dans son code maritime. On ne peut se dissimuler en effet, en présence de l'état de l'infériorité relative où se trouve la marine marchande Française pour toute navigation dans laquelle elle rencontre la concurrence illimitée des marines étrangères, que ce serait lui porter le dernier coup que de lui enlever la ressource des transports privilégiés d'un port de l'Empire à l'autre. J'ajouterai que cette navigation a deux avantages qu'il importe essentiellement de conserver : celui de procurer des moyens d'existence aux marins âgés ou fatigués qui n'auraient pas les forces nécessaires pour entreprendre des voyages de long cours, et celui de servir d'école aux jeunes hommes qui, se destinant au rude métier de la mer, doivent former plus tard les équipages de la marine marchande et des flottes de l'etat.

Que votre Excellence me permette, d'ailleurs, de lui faire remarquer à ce sujet que le cabotage, en Angleterre, est bien loin d'avoir la même importance qu'il a en France. Dans le premier de ces deux pays, tout le commerce est concentré dans un petit nombre de grands ports, où presque toutes les marchandises sont apportées par les chemins de fer qui aboutissent à ces mêmes ports et les relient entre eux ; les transports par mer pour les mêmes destinations ne portent, en général, que sur des objets d'encombrement dont la faible valeur exige un transport à bas prix. En France, au contraire, le cabotage se subdivise à l'infini : il est alimenté par des denrées de toute sorte que nos Départements s'expédient l'un à l'autre, par nos vins, nos huiles et beaucoup d'autres produits que ne fournit pas le sol de l'Angleterre. Déjà ce genre d'industrie souffre de la concurrence que lui font nos lignes de fer, bien que celles-ci soient loin encore d'avoir atteint le développement donné aux voies de communication intérieures du Royaume Uni. Si, à cette cause de malaise, venait s'ajouter la concurrence des navires Britanniques, nous ne tarderions pas à voir ces navires, à la faveur de leur nombre, de la supériorité de leurs ressources et du voisinage de nos côtes, s'emparer de notre navigation de cabotage, comme ils l'ont déjà fait en grande partie pour l'intercourse directe entre les ports des deux pays. De plus, en même temps que les opérations de nos caboteurs tendraient, en fait, à se réduire indéfiniment, nous nous trouverions obligées d'accorder à d'autres Puissances, par suite des Actes Conventionnels qui nous lient à elles, les concessions qu'aurait obtenues l'Angleterre, et ainsi disparaîtrait graduellement de notre régime maritime le sauvegarde la plus précieuse de notre pavillon.

Telles sont, M. l'Ambassadeur, les vues que le Gouvernement Français a invariablement prises pour base de ses déterminations, toutes les fois que la question du cabotage a été soulevée à l'occasion de Traités Maritimes avec des pays étrangers, et qui doivent prévaloir, à plus forte raison, lorsqu'il s'agit d'une concurrence aussi redoutable que celle de la marine Britannique. Quant à la réciprocité offerte aux bâtiments Français en Angleterre, l'impossibilité absolu où se trouverait notre marine marchande de lutter contre la concurrence Anglaise le long des côtes de l'Empire, n'autorise que trop à penser qu'à moins de circonstances tout-à-fait exceptionnelles ce serait dans la pratique une concession purement nominale. Il est, en effet, avéré que les armateurs Français ne sont pas en mesure de traiter, pour le frêt, à des prix aussi réduits que ceux dont se contentent les armateurs Anglais, et que, quand bien même les conditions seraient égales, les expéditeurs seraient toujours et bien naturellement conduits à accorder la préférence à leurs nationaux.

Je me plais à espérer, M. l'Ambassadeur, que, d'après l'ensemble des considérations qui précèdent, le Gouvernement de Sa Majesté Britannique appréciera à leur juste valeur les motifs qui forcent le Gouvernement de l'Empereur à décliner, quant à présent, les propositions dont votre Excellence avait été chargée de se rendre l'organe en cette circonstance.

Agréez, &c.
(Signé) DROUYN DE LHUYS.

No. 27.

The Earl of Clarendon to Lord Cowley.

(Extract.) *Foreign Office, June* 23, 1854.

I FORWARDED to the Board of Trade your Excellency's despatches of the 4th and 7th instant, relative to British trade with Algeria, and to the coasting-trade

of France; and I now transmit to your Excellency a copy of a letter from that Department, which adverts to those two points, and enters into the general question of resuming negotiations for an amended Treaty of Commerce and Navigation between Great Britain and France.

Your Excellency will embody the substance of that letter in a note to M. Drouyn de Lhuys, expressing also the earnest hope of Her Majesty's Government that the opportunity may not be lost for placing the commercial relations of France and England upon a footing more favourable and more in accordance with that political union which so happily exists between the two countries, and which will only be more closely cemented by due attention to their material interests on the part of the respective Governments.

If agreeable to the French Government, a French and English Commissioner might be named for negotiating this important question.

Inclosure in No. 27.

Sir J. Emerson Tennent to Mr. Hammond.

Office of Committee of Privy Council for Trade,
(Extract.) *Whitehall, June* 22, 1854.

I AM directed by the Lords of Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th instant, transmitting, by direction of the Earl of Clarendon, the reply of M. Drouyn de Lhuys to the representations of Her Majesty's Ambassador at Paris, as to the claim of Great Britain to have the shipping of the United Kingdom admitted to the same treatment as Belgian vessels in the ports of Algeria; and also your letter of the 12th instant, containing the communication of M. Drouyn de Lhuys as to the grounds on which, for the present, France declines to throw open her coasting trade to our shipping.

In the former, the French Minister, in reply to the representations of Her Majesty's Ambassador at Paris, for the admission of British shipping to the harbours of Algeria on the same footing with those of Belgium, points out that the favour recently exhibited to the vessels of Belgium in the Algerian ports is not a gratuitous concession, but the result of an entirely new arrangement between the two countries, by means of the Treaty of Navigation and Commerce which has been recently concluded; and so far from wishing to limit the advantages conferred by it to Belgium, M. Drouyn de Lhuys adverts to the fact that a similar provision, guaranteeing to British shipping the treatment of the most favoured nation in our indirect trade with Algeria and the colonies of France, was embodied in the draft of a Convention submitted to the British Government four years ago; the consideration of which M. Drouyn de Lhuys states that France is still ready to resume, and on terms even more favourable as regards the United Kingdom than those which have been accepted in the instance of Belgium; since, as he says, it is only sought to secure to her by Treaty the continuance of that new system of maritime and commercial freedom which Great Britain has thought it wise and expedient to substitute for her old navigation laws. It must, however, be observed, that the demands of France comprised something more than is here described by M. Drouyn de Lhuys, since they embody, likewise, a relief from various differential duties to which French vessels are now liable in certain cases.

As a guarantee for the liberal spirit in which France is prepared to resume the negotiation of such a Convention, M. Drouyn de Lhuys adverts to the recent abolition of the prohibition against importing foreign produce from the entrepôts of the United Kingdom; and it is for the Earl of Clarendon to consider whether this, and other similar indications on the part of the Imperial Government of an inclination towards a more generous policy, are sufficient to recommend the present as an encouraging moment to recall the attention of the French Government to the consideration of the proposals for a Treaty of Navigation made by them in January 1850.

It will be remembered that the discussion of the provisions then submitted by General de la Hitte was diverted from the main object by the interposition of the question, how far the local exemptions from dues accorded to British subjects in certain cases in various British ports formed an infraction of that principle of perfect equality with British shipping to which the shipping of France is entitled in the direct trade under the existing Treaty of 1826. The protracted investigation

which ensued, whilst it served to distract attention and postpone negotiation, had at least the advantage of eventually disabusing the Government of France, and removing the misapprehension under which an undue importance had been assigned to the nature and amount of these exemptions.

The draft Convention proposed that the same equality should be extended to the export trade of both countries and to the trade from the warehouse; and France has recently given a voluntary proof of sincerity in promoting such an adjustment by the promulgation of the Imperial Decree of the 18th May last, by which the produce of Asia, Africa, and America may now be imported into France from the warehouses of the United Kingdom.

The portion of the proposed draft to which it was found inexpedient to assent, was that which limited to the treatment of the most favoured nation the trade to be carried on in French and English vessels arriving in their respective ports from third countries; inasmuch as the practice of England in admitting the vessels of other European nations on a perfect equality with her own would give an undue advantage to the navigation of France, the Government of which was not then prepared to reciprocate national treatment to British shipping, or to dispense with differential dues and other restrictions not imposed on French shipping.

In reference to this obvious inequality, it was ultimately communicated to the French Government by Lord Palmerston, in his letter to M. Marescalchi, of the 17th April, 1851, that the only principle on which Great Britain would consent to enter into fresh commercial engagements by Treaty with France would be that of real and complete reciprocity.

My Lords are of opinion now, as they were then, that on this basis of equality it is very desirable to conclude a new Maritime Convention with France, in lieu of the Treaty of 1826, which recent legislation and the current of events in both countries have rendered it indispensable to review. So far back as May 1850, Lord Palmerston communicated to M. Drouyn de Lhuys, then French Ambassador at this Court, the readiness of Her Majesty's Government to name Plenipotentiaries for the purpose of conducting this negotiation, and its proposed basis was define by the letter just referred to, of April 1851. But from this period till the present moment, when M. Drouyn de Lhuys has reverted to the draft submitted in 1850, in his communication now under consideration, the consideration of the subject has been entirely suspended. In the first instance an interval of two years was consumed in the investigation of the comparatively unimportant question of the local exemptions above alluded to: and although in August 1852 M. Drouyn de Lhuys (who had then become Minister for Foreign Affairs in France) made a fresh proposal to Lord Cowley to negotiate for a reduction of the British import duty on brandy in return for a simultaneous reduction of the French duty on coal, this suggestion to enter on the discussion of a Tariff Convention was not only entirely distinct from the pending question of a Navigation Treaty, but was declined on the ground that a proposition so limited and partial was unworthy to be made the subject of separate negotiation, although it might claim legitimate attention as a portion of any proposition of a more general nature that might be submitted by the French Minister to Her Majesty's Government.

At the same time, however, it was submitted that the extent and liberality of the concessions which had been made by Great Britain in favour of the produce of France were such that nothing short of a revolution in the whole policy of France in matters of commerce could suffice to insure to this country any real reciprocity; and whilst my Lords maintained their previous opinion as to the desirability of placing the relations of the two countries, on matters of navigation, upon a more liberal and distinct footing, they were disposed to entertain doubts as to the expediency of effecting by Treaty those relaxations of their mutual Tariffs which might be more wisely confided to the discretion and independent action of their respective Legislatures.

The suspension of the discussion for nearly four years, to which M. Drouyn de Lhuys has adverted in his recent letter, is not in any degree to be imputed either to the indifference or inaction of Her Majesty's Government. In addition to previous communications Lord John Russell, in February 1853, in addressing Count Walewski, called his attention to the progress and interruption of the discussion; and the only result of that communication is the recent allusion to the subject in the present letter of M. Drouyn de Lhuys.

Looking to the existing circumstances of France, as regards her mercantile marine, and to the local causes which are assigned in the recent communication

made to Her Majesty's Minister at Paris, and forwarded in your letter of the 12th June, as impediments to any early reciprocation with Great Britain in admission to the coasting-trade, it is to be feared that considerable difficulties may for the present obstruct an equitable arrangement; but at the same time it must be obvious that, to defer the negotiation of a Maritime Convention till France would be at liberty to offer an entire equality of concession, both in the foreign and coasting-trades, would be to postpone indefinitely the hope of any adjustment.

It is in this conviction that my Lords suggest, for the consideration of the Earl of Clarendon, the expediency of accepting the intimation thrown out in the recent communication of M. Drouyn de Lhuys, and taking the necessary steps for resuming the negotiation of a new Convention in lieu of the Treaty of 1826, which no longer expresses the relations of the two countries in matters of navigation.

It seems to my Lords desirable that Her Majesty's Ambassador at Paris should be instructed to call the attention of M. Drouyn de Lhuys to the unanswered letter of April 1851, and to the assurance formerly given by General de la Hitte, that on the solution of the difficulty regarding the exemptions from local dues, all other points would be found of easy adjustment, with a view to elicit a distinct expression of the intentions of the French Government, and of the arrangements which they are disposed to submit in behalf of British shipping, in return for the relief of France from the differential dues in the indirect trade, and for the guarantee which they are solicitous to obtain by Treaty, for the continued enjoyment of the concessions which the legislation of Great Britain has recently made in favour of the commercial marine of France.

No. 28.

Lord Cowley to the Earl of Clarendon.—(Received July 14.)

My Lord, *Paris, July* 11, 1854.

WITH reference to your Lordship's despatch of the 23rd ultimo, directme to propose to the French Government to resume negotiations for an Amended Treaty of Commerce and Navigation between Great Britain and France, I beg permission to inquire what assurances I am allowed to give the French Government as to French ships being relieved from the differential duties to which they are liable in certain cases, and which has until now been the principal impediment to further negotiations on this subject.

I believe that a Commission was issued, under the sanction of Parliament, last year, to make inquiries on this head. Perhaps your Lordship will be kind enough to inform me whether the Commission has made any report, or whether, in consequence of their inquiries, it is the intention of Her Majesty's Government to legislate on this subject.

M. Drouyn de Lhuys' note of the 3rd ultimo, to which Sir James Emerson Tennent refers in his letter to Mr. Hammond of the 22nd ultimo, as indicative of a disposition on the part of the French Government to re-open negotiations, merely offers to sign the Treaty as proposed by the French Government to that of Her Majesty in 1850.

I do not understand Her Majesty's Government to accede to that proposal; and I should be obliged, therefore, by your Lordship informing me of the nature of the modifications on which they will continue to insist, as it is unlikely that the French Government will consent to name a Commissioner to negotiate without some previous knowledge of the intentions of Her Majesty's Government.

I have, &c.

(Signed) COWLEY.

No. 29.

The Earl of Clarendon to Lord Cowley.

My Lord, *Foreign Office, July* 21, 1854.

I REFERRED to the Board of Trade your Excellency's despatch of the 11th instant, inquiring what arguments you should use with respect to the question of differential duties on French ships in British ports when you propose to

the French Government to resume the negotiation for an amended Commercial Treaty; and I transmit to your Excellency herewith, for your information, a copy of the reply from that Department upon this subject.

I am, &c.
(Signed) CLARENDON.

Inclosure in No. 29.

Sir J. Emerson Tennent to Mr. Hammond.

Office of Committee of Privy Council for Trade,
Whitehall, July 20, 1854.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, inclosing copy of a despatch from Lord Cowley, Her Majesty's Ambassador in Paris, requesting, with reference to the proposed resumption of negotiations for an amended Treaty of Commerce and Navigation between Great Britain and France, to be informed what assurances he may be allowed to give to the French Government as to the French ships being relieved from differential duties.

In reply, I am to state that if the differential duties to which Lord Cowley refers are those now levied by local authorities in some British ports on ships engaged in the indirect trade belonging to France and to some other countries which do not reciprocate with us national treatment, Lord Cowley may be informed that, upon the conclusion of an amended Reciprocity Treaty of Navigation with France, Her Majesty's Government would have the power of relieving, and would at once relieve, French ships from such differential charges. But if, as my Lords have reason to apprehend, Lord Cowley's inquiry has reference to the less important question of the special exemptions enjoyed by certain British ships in particular ports from local dues which are paid by French shipping, as well as by British shipping generally, my Lords would recall to the attention of the Earl of Clarendon that, in reply to the statement made in Lord John Russell's despatch to Lord Cowley of the 19th February, 1853, M. Drouyn de Lhuys in a despatch to Count Walewski, which was communicated to Lord Clarendon on the 25th of July, 1853, expressed his readiness to waive the consideration of these local charges, and with a view to giving new proofs of the conciliatory disposition by which the French Government are animated, he intimated that they were ready to proceed to a detailed examination of the different clauses of the draft Treaty of Navigation and Commerce submitted to the British Government by General de la Hitte in January 1850.

These local charges have been subjected to the investigation of a Commission appointed for that purpose in the course of the last year; and the Report of the Commissioners upon the dues levied in the several harbours in this part of the kingdom has recently been made to the Secretary of State for the Home Department, and laid before the two Houses of Parliament.

My Lords are not yet in a condition to say more respecting these local charges than that any alteration in the law which Parliament may think it right to make for the benefit of British trade will be enjoyed in an equal degree by French vessels trading to the ports of the United Kingdom.

The views of Her Majesty's Government upon the Draft Treaty as submitted in 1850, were communicated without reserve to the French Government in Lord Palmerston's letters to Lord Normanby of the 11th May, 1850, and 17th April, 1851; and it remains with the French Government, who have thus been put in possession of the objections entertained, to make known to the Government of Her Majesty what are the nature and extent of the modifications which they are prepared to propose in the terms of that draft in order to meet them.

I have, &c.
(Signed) J. EMERSON TENNENT.

No. 30.

Lord Cowley to the Earl of Clarendon.—(Received September 23.)

My Lord, *Paris, September 22, 1854.*

I HAVE the honour to inclose herewith copies of a correspondence which has taken place between myself and M. Drouyn de Lhuys on the subject of resuming negotiations for an amended Treaty of Commerce and Navigation between Great Britain and France, to which your Lordship's despatches of the 23rd of June and the 21st of July refer.

I regret to add that the French Government is not more disposed now than they were two years ago to adopt the only basis on which Her Majesty's Government appear willing to treat, that of real and complete reciprocity.

I have, &c.
(Signed) COWLEY.

Inclosure 1 in No. 30.

Lord Cowley to M. Drouyn de Lhuys.

M. le Ministre, *Paris, August 12, 1854.*

IN a note which you did me the honour to address to me on the 3rd of June last, in reply to a representation which, by order of Her Majesty's Government, I made to you on the 23rd of April, for the admission of British shipping to the harbours of Algeria on the same footing with those of Belgium, you point out that the favour recently exhibited to the vessels of Belgium in the Algerian ports is not a gratuitous concession, but the result of an entirely new arrangement between the two countries by means of the Treaty of Navigation and Commerce which has been recently concluded; and so far from wishing to limit the advantages conferred by it to Belgium, your Excellency adverts to the fact that a similar promise guaranteeing to British shipping the treatment of the most favoured nation in our indirect trade with Algeria and the Colonies of France, was embodied in the draft of a Convention submitted to the British Government four years ago, the consideration of which you state the present Government is still ready to resume, and on terms even more favourable as regards the United Kingdom than those which have been accepted in the instance of Belgium, since it is only sought to secure to France by Treaty the continuance of that new system of maritime and commercial freedom which Great Britain has thought it wise to substitute for her old Navigation Laws. As a guarantee for the liberal spirit in which France is prepared to resume the negotiation of such a Convention, your Excellency adverts to the recent abolition of the prohibition against importing foreign produce from the entrepôts of the United Kingdom.

I did not fail to bring your Excellency's note to the knowledge of Her Majesty's Government, and I am directed to call your attention to the fact that the negotiations to which your Excellency alludes as having been engaged between the two Governments remained stationary in consequence of the French Government never having directed any reply to be returned to Viscount Palmerston's letter to M. Marescalchi of the 17th of April, 1851, which contained the basis on which alone Her Majesty's Government consent to treat, namely, that of complete reciprocity. It is very desirable that the French Government should state their views on this important point.

Her Majesty's Government are most desirous that the present opportunity may not be lost for placing the commercial relations of Great Britain and France upon a footing more favourable and more in accordance with that political union which so happily exists between the two countries, and which will only be more closely cemented by due attention to their material interests on the part of their respective Governments.

I have, &c.
(Signed) COWLEY.

Inclosure 2 in No. 30.

M. Drouyn de Lhuys to Lord Cowley.

M. l'Ambassadeur. *Paris, le 13 Septembre*, 1854.

J'AI reçu la lettre que votre Excellence m'a fait l'honneur de m'écrire le 12 du mois dernier, en réponse à celle par laquelle je l'avais informée, le 3 Juin précédent, que le Gouvernement de l'Empereur ne croyait pas pouvoir, dans l'état actuel des choses, étendre gratuitement au pavillon Anglais le traitement de faveur concédé, à titre onéreux, au pavillon Belge dans les ports Algériens. Par la même lettre je faisais remarquer à votre Excellence qu'il dépendait du Gouvernement de Sa Majesté Britannique d'obtenir *de plano* ce traitement pour sa marine marchande, en adhérant au projet de Convention remis par un de mes prédécesseurs à Lord Normanby au mois de Janvier 1850. D'après ce que m'écrit votre Excellence, le Cabinet de Londres objecte, à ce sujet, que les négociations engagée entre les deux Gouvernements pour la révision et extension des clauses du Traité de 1826 ont éprouvé un temps d'arrêt provenant de ce que le Gouvernement Français n'aurait fait faire aucune réponse à la lettre adressée par Lord Palmerston à M. de Marescalchi sous la date du 17 Avril, 1851.

Si votre Excellence veut bien me permettre de lui rappeler en peu de mots les principales phases de cette négociation, elle sera, je l'espère, amené à reconnaître que le temps d'arrêt dont il s'agit doit être bien plutôt attribué à ce que le Gouvernement de Sa Majesté Britannique a jusqu'à présent refusé d'aborder la discussion détaillée des propositions que, dès le principe, le Gouvernement Français s'était empressé de lui soumettre.

Lorsque, dans les derniers mois de 1849, Lord Normanby adressa à M. le Général de la Hitte, alors Ministre des Affaires Etrangères, des ouvertures tendant à conclure un nouveau Traité de Navigation qui consacrerait, d'une manière définitive et sur les bases d'une équitable réciprocité, l'application à la France des dispositions libérales de l'Acte du 26 Juin, le Gouvernement Français n'hésita pas à accueillir ces ouvertures. Il formula en conséquence, dans un projet de Traité comprenant la totalité des points auxquels pouvait s'appliquer la négociation, une série de propositions qui, à ses yeux, réalisaient, aussi complètement que possible, le juste équilibre qu'il s'agissait d'établir entre les concessions réciproques. Il posa, en même temps, comme première base de la négociation, la suppression absolue, de part et d'autre, des droits de navigation pour l'intercourse directe entre les deux pays. Cette disposition, essentiellement libérale en elle-même, présentait en outre l'avantage de faire disparaître d'un seul coup jusqu'au dernier vestige des inégalités de traitement résultant des exemptions locales dont notre marine marchande avait eu si longtemps à se plaindre.

Lord Palmerston, en répondant, le 11 Mai, 1850, aux communications que l'Ambassadeur de France à Londres avait été chargé de lui adresser sur le même sujet, se borna à exposer les vues générales du Gouvernement de Sa Majesté Britannique à l'égard des principales clauses du projet Français, et à déclarer que la nomination de Plénipotentiaires Anglais chargés de poursuivre la négociation était subordonnée à l'adoption préalable, par le Gouvernement Français, des bases que le Cabinet de Londres entendait substituer à celles que nous proposions. Ces contre-propositions consistaient, à peu de choses près, à réclamer pour le pavillon Anglais dans les ports de France, à la place du traitement de la nation la plus favorisée que nous offrions pour tous les cas d'intercourse indirecte, un traitement exactement semblable à celui que l'Acte du 26 Juin venait d'accorder, à titre général et gratuit, à tous les pavillons étrangers. Quant à notre proposition de supprimer, de part et d'autre, les taxes de navigation dans l'intercourse directe, Lord Palmerston refusait formellement d'y accéder, mais en même temps il nous demandait de signaler quelques cas particuliers d'exemptions locales, afin que le Board of Trade pût ouvrir une enquête et écarter tout juste grief.

L'Ambassadeur Français, dans sa réponse du 6 Août suivant, défendit les propositions de son Gouvernement et insista sur la nécessité de tenir compte, dans le réglement des points en discussion, de la différence des lois de navigation respectivement en vigueur dans les deux pays. Il s'attacha à démontrer, en particulier, que, tant que le Cabinet de Londres méconnaîtrait la valeur réelle des concessions offertes par la France et voudrait faire prévaloir le principe abstrait d'une réciprocité absolue, on ne saurait arriver à une transaction reposant sur des bases équitables. En même temps, il cita plusieurs cas d'exemptions locales, ainsi

que les documents officiels qui en attestaient l'existence, et ajouta que, tout en renonçant, s'il le fallait, à vider cette question préjudicielle par le moyen radical qu'il avait proposé, le Gouvernement Français ne croyait pas moins devoir maintenir sa résolution de ne point passer outre avant qu'une complète satisfaction lui eut été donnée à cet égard, soit par le rachat ou le remboursement des exemptions locales, soit par d'autre moyen, au choix et à la convenance de l'Administration Britannique.

Lord Palmerston répliqua, le 17 Avril, 1851, par une dépêche qui se composait de deux parties bien distinctes. La première était consacrée à la discussion d'un certain nombre de cas d'exemptions constatés à la suite d'une première enquête administrative, et Lord Palmerston affirmait, sous forme de conclusion, que le préjudice qui pouvait en résulter pour la navigation Française était à peine appréciable. Dans la seconde partie de sa lettre, ce Ministre se bornait à reproduire, avec un court commentaire, sa déclaration du 11 Mai, 1850, à savoir, que si le Gouvernement Français ne consentait pas à traiter sur la base d'une réciprocité absolue, le Gouvernement Britannique regardait le succès de la négociation comme impossible.

Les précédentes communications de l'Ambassadeur de France à Londres, et notamment celle du 23 Juillet, 1850, avaient répondu par avance à cette dernière partie de la lettre de Lord Palmerston en date du 17 Avril, 1851. Le Gouvernement Français subordonnait, d'ailleurs, lui-même la continuation de la négociation au réglement satisfaisant de la question des exemptions locales : aussi fit-il répondre à Lord Palmerston, le 20 Juin suivant, au sujet de cette même question, que les résultats de l'enquête confiée à l'Administration des Douanes Britanniques lui paraissant très incomplets, il regardait la formation d'une Commission Mixte comme le moyen le plus sûr d'arriver à une constatation suffisamment exacte du nombre et de l'importance des priviléges en question.

Je crois inutile, M. l'Ambassadeur, de rappeler ici les phases de la discussion à laquelle ont donné lieu, entre les deux Gouvernements, les résultats de la nouvelle enquête que le Cabinet de Londres, tout en écartant notre proposition d'une Commission Mixte, fit faire, en 1851, par le Board of Trade, d'après les indications fournies par M. Cochelet, alors Consul-Général de France en Angleterre. Tandis qu'aux yeux du Gouvernement de Sa Majesté Britannique les résultats dont il s'agit tendaient à confirmer l'assertion de Lord Palmerston relative au peu d'importance des exemptions locales, à nos yeux, au contraire, cette seconde enquête, bien qu'encore insuffisante, n'en avait pas moins abouti à constater officiellement l'existence d'un état de choses incompatible avec une nouvelle consécration du régime d'équitable concurrence que les négociations de 1826 avaient eu l'intention d'établir entre les deux pavillons pour tous les cas d'intercourse directe. Aussi le Gouvernement Français, qui avait déclaré que, du moment où l'inanité de ses griefs lui serait péremptoirement démontrée, il consentirait à entrer dans la discussion détaillée des autres parties du projet de Traité, ne crut-il pas pouvoir s'associer immédiatement aux vues du Cabinet de Londres pour la reprise de la négociation. Mais, cédant bientôt à son vif désir de faciliter une transaction mutuellement avantageuse, il autorisa, dès le mois de Juillet de l'année dernière, M. le Comte Walewski annoncer à Lord Clarendon que, sous toutes réserves de nos griefs pour la question des privilèges locaux, nous consentions à aborder l'examen détaillé des différentes clauses du projet communiqué à Lord Normanby au commencement de 1850.

Loin toutefois d'accueillir cette ouverture comme nous nous en étions flattés, Lord Clarendon se borna, dans sa réponse du 7 Mars dernier, à se référer de nouveau à la dépêche précitée de Lord Palmerston, et à exprimer itérativement l'opinion que, tant que le Gouvernement Français ne modifierait pas les bases de ses propositions primitives, toute négociation ultérieure serait infructueuse.

Dans cette situation le Gouvernement de l'Empereur a pensé, M. l'Ambassadeur, que la concession gratuite au pavillon Britannique du traitement du droit commun en France pour tous les cas d'intercourse indirecte, sans exception, ne pourrait que contribuer à aplanir les difficultés que l'arrangement projeté continuait à rencontrer de la part du Cabinet de Londres, et c'est ainsi qu'il a été conduit, le 10 Mai dernier, à rapporter spontanément les dispositions restrictives, dirigées contre la navigation Anglaise, que contenait l'Article 3 de l'Ordonnance du 8 Février, 1826. Cette mesure, dont le Gouvernement de Sa Majesté Britannique ne saurait méconnaître le sens libéral, pas plus que l'intention bienveillante qui l'a dictée, établit, entre les effets des législations des deux pays à l'égard des pavillons respectifs, une aussi

grande analogie que le permet la différence intrinsèque de ces mêmes législations en matière de cabotage et de navigation coloniale. Ainsi à part ces deux branches de navigation, que des motifs d'un ordre supérieur mettent encore le Gouvernement Français dans l'obligation de réserver exclusivement au pavillon national, les navires Anglais et leurs chargements ne sont plus aujourd'hui soumis, dans nos ports, qu'aux seules taxes générales qui pèsent à l'entrée sur tous les pavillons tiers. Or, votre Excellence n'ignore pas que, du côté de l'Angleterre, et malgré le principe qui sert de base à l'Acte de 1849, des taxes spéciales de même nature et essentiellement différentielles atteignent encore les bâtiments Français et leurs cargaisons, non seulement lorsqu'ils arrivent dans les ports Britanniques d'ailleurs que de France, mais encore lorsqu'ils partent du Royaume Uni pour une destination autre qu'un port Français en Europe. Je ne crois d'ailleurs pas nécessaire de développer ici, par des exemples, l'observation qui précède ; que votre Excellence me permette pourtant de lui en citer un qui se rattache indirectement à la question du traitement des navires Anglais en Algérie : un navire Français, partant de Newcastle pour Dunkerque, avec un chargement de 80 chaldrons de charbon, paie, à la sortie, 87 francs 90 centimes pour droits de phare, de ville, &c. : ce chiffre s'élève, par suite de l'augmentation des droits de phare, jusqu'à 120 francs 40 centimes, et 182 francs 90 centimes si le navire se rend au Hâvre ou dans nos ports de l'Atlantique et de la Méditerranée ; mais, si ce bâtiment est expédié à destination d'un autre point que la France continentale, alors même que ce point serait l'Algérie ou toute autre colonie Française, les droits différentiels de sortie prélevés tant sur sa coque que sur sa cargaison, font monter les chiffres précités jusqu'à 438 francs.

Votre Excellence veut bien m'assurer que son Gouvernement continue à attacher un grand prix à ce que les relations de commerce des deux pays soient mises en harmonie aussi complète que possible avec les liens politiques qui existent si heureusement entre eux. Je me plais dès lors à espérer, M. l'Ambassadeur, qu'en présence des preuves non équivoques données par le Gouvernement de l'Empereur de son désir de concourir à la réalisation de ce but par tous les moyens en son pouvoir, le Cabinet de Londres voudra bien reconnaître, d'après les considérations qui précèdent, que le moment est venu pour lui d'aborder l'examen détaillé des clauses du projet de Convention remis par le Général de la Hitte à Lord Normanby au commencement de l'année 1880.

Agréez, &c.
(Signé) DROUYN DE LHUYS.

No. 31.

The Earl of Clarendon to Lord Cowley.

My Lord, *Foreign Office, June* 30, 1855.

I TRANSMIT to your Excellency herewith a copy of a letter from the Board of Trade, stating the views of the Board with regard to the resumption of negotiations for an Amended Commercial Treaty between this country and France.

Your Excellency will perceive that the Board, before offering a decided opinion as to the course which they would recommend for adoption under existing circumstances, desired to be furnished with distinct information as to the treatment to which British shipping is at present subjected in the ports of France and of her Colonies, and of that to which they would be entitled there, were a Treaty to be now concluded in the terms of the draft proposed by the French Government in 1850. With this view, the Board request that a copy may be obtained of the statement prepared by M. Baroche, which was transmitted through Lord Normanby, in October 1851, showing the provisions of the French navigation laws, as they stood at that period, so far as they affected British ships and goods conveyed by them, together with such corrections and additions as will exhibit the state and operation of those laws as since altered or repealed.

I have to instruct your Excellency to obtain the information required by the Board of Trade with as little delay as possible.

I am, &c.
(Signed) CLARENDON.

Inclosure in No. 31.

Sir J. Emerson Tennent to Mr. Hammond.

Office of Committee of Privy Council for Trade
Whitehall, June 26, 1855.

Sir,

ON the 29th of September last you transmitted, by the direction of the Earl of Clarendon, for the consideration of this Board, a copy of a letter from Lord Cowley inclosing a note from M. Drouyn de Lhuys on the subject of the resumption of negotiations with a view to the conclusion of an amended Commercial Treaty between this country and France.

The note of the French Minister for Foreign Affairs contains the reply of the French Government to the inquiry which Lord Cowley had been instructed to make, as to the extent to which they would be prepared to meet the views of Her Majesty's Government with regard to the basis of such a Convention.

From that letter it appears that the French Government are still of opinion that the propositions contained in the draft of a Treaty submitted by General de la Hitte, in 1850, for the consideration of the British Government, represent the full extent of the concession which France is at present prepared to secure to the trade of this country.

Lord Clarendon is aware that those propositions were held to be inadmissible by the Government of Lord John Russell, on the ground of the unequal character of the advantages mutually extended to the navigation of Great Britain and France; the shipping of the latter being placed on the same footing as national shipping in the ports of Great Britain, while that of the former would have been only admitted to most favoured nation treatment in the ports of France, as regards the indirect trade.

Her Majesty's Government then considered that to sanction, by a Reciprocity Treaty, an arrangement bearing on its face such an extent of inequality would be inconsistent with the principle of recent commercial policy, and might embarrass future negotiations with other countries.

Although, therefore, the advantages which would have been obtained for British trade under the provisions of the draft Treaty proposed by General de la Hitte would have been considerable, it appeared to Her Majesty's Government that they were not sufficient to counterbalance the inconvenience which might result from the conclusion of a Treaty upon such a basis.

The international arrangements with countries other than France in respect of navigation, which have been effected in the interval which has elapsed since the date of that proposal, have to a certain extent removed the practical objections which opposed its adoption at that time, although the principles involved of course remain unaffected; and if Lord Clarendon considers that on general grounds of policy, the conclusion of a new Commercial Treaty with France would be attended with important advantages, my Lords would be prepared to take into their consideration the question as to how far it might be possible to depart from the strict and unbending rule of complete reciprocity from which in 1850 it was not held right to deviate. In the meantime the progress of French legislation has materially modified the condition of British navigation in the ports of France.

A Decree of the 10th of May, 1854, repealed various exceptional disabilities under which British shipping had previously been placed in France, in retaliation for the restrictions of the British Navigation Laws, and, so far as my Lords are aware, put it upon the same footing as the shipping of other foreign countries in the indirect trade.

If this be so, it would seem that the chief advantages to British trade held out by General de la Hitte's proposals have been already attained, and with the exception of the differential charge of 2 francs per ton in the ports of Algeria (a charge from which it is to be presumed we should now be relieved in the direct trade, even under the existing Treaty, since Algeria has been recognized by Her Majesty's Government as a Colony of France), my Lords have no distinct information as to the precise benefits to be secured for British shipping by the adoption of the Draft of 1850 as the basis of a new Convention.

But before coming absolutely to a conclusion on this subject, or offering a decided opinion as to the course which they recommend for adoption under existing circumstances, it will be necessary for my Lords to obtain, through the intervention of Her Majesty's Ambassador at Paris, a distinct exposition of the treatment to

which British shipping is at present subjected in the ports of France and her Colonies, and of that to which they would be entitled there, were a Treaty to be now concluded in terms of the draft tendered by the French Government in 1850.

With this view my Lords would suggest to the Earl of Clarendon that Lord Cowley should be instructed to obtain a corrected copy of the very complete statement transmitted through Lord Normanby in October 1851, as prepared by M. Baroche, showing the provisions of the French navigation laws as they stood at that period, so far as they affected British ships and goods conveyed by them; together with such corrections and additions as would exhibit the state and operation of these laws as since altered or repealed.

Without more accurate information on these points than my Lords are at present in possession of, as to the nature and extent of the disabilities and of the disadvantages under which British ships are placed in the ports of France, and the precise amount of relief to be extended by the pending proposal for an amended Treaty, my Lords are hardly in a position to pronounce distinctly on the inducements which, in the altered state of the French law, may be presented by the draft submitted by General de la Hitte in 1850.

I have, &c.
(Signed) J. EMERSON TENNENT.

No. 32.

Lord Cowley to the Earl of Clarendon.—(*Received July* 30.)

My Lord, *Paris, July* 29, 1855.

COUNT WALEWSKI informs me in a note, of which I have the honour to inclose a copy, that he has requested the Minister of Finance to furnish him with a statement, such as that desired by your Lordship in your despatch of the 30th ultimo, for the information of the Board of Trade, showing the provisions of the French Navigation Laws, in regard to British ships and goods conveyed by them, both as those laws stood in 1851, and as they have since been altered or repealed: and his Excellency promises to forward to me the statement in question, as soon as he receives the same.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 32.

Count Walewski to Lord Cowley.

M. l'Ambassadeur, *Paris, le* 28 *Juillet,* 1855.

J'AI reçu la lettre que votre Excellence m'a fait l'honneur de m'écrire le 5 de ce mois, et par laquelle elle m'exprime, au nom de son Gouvernement, le désir de recevoir, sur le traitement auquel sont actuellement soumis les navires Anglais dans les ports de la France et de ses Colonies, des indications détaillés qu'un de mes prédécesseurs avait adressées à Lord Normanby, le 24 Octobre, 1851, pour satisfaire à une demande analogue de l'Administration Britannique.

Je viens, M. l'Ambassadeur, d'inviter M. le Ministre des Finances à me mettre en mesure de satisfaire à cette demande, et dès que sa réponse me sera parvenue, je m'empresserai moi-même de la porter à la connaissance de votre Excellence.

Agréez, &c.
(Signé) A. WALEWSKI.

No. 33.

The Earl of Clarendon to Lord Cowley.

My Lord, *Foreign Office, July* 19, 1856.

I TRANSMIT to your Excellency herewith a copy of a despatch from Her Majesty's Consul-General in Algeria containing a Report upon the Regulations which affect British, French, and foreign shipping in the ports of that Colony; I likewise transmit to you a

copy of a letter which has been addressed to this Department by direction of the Lords of the Committee of Privy Council for Trade, calling attention to certain restrictions mentioned in Mr. Bell's Report as affecting British vessels on their arrival in Algeria, which do not exist in other ports or colonies of France, and which are consequently in contravention of the Treaty of Commerce and Navigation signed between England and France on the 26th of January, 1826, by which British vessels entering or departing from French ports are not to be subjected to higher dues than are levied on French vessels.

I have accordingly to instruct your Excellency to take an opportunity of calling the attention of the French Government to this practice in Algeria, against which Her Majesty's Government could not remonstrate so long as Algeria was not recognized by Great Britain as a French Colony, but as Her Majesty's Government since the year 1849 have treated Algeria as a French possession, they have a right to expect that the practice there of levying dues on British shipping should now be made the same as in other French ports, and in accordance with the stipulations of the Treaty of 1826.

I am, &c.

(Signed) CLARENDON.

Inclosure 1 in No. 33.

Consul-General Bell to the Earl of Clarendon.

(Extract.) *Algiers, December* 28, 1855.

WITH reference to the Treaties of Commerce at present existing between Great Britain and France, these Treaties do not apply to Algeria.

Thus when British ships arrive in the ports of this Colony loaded with any cargoes except of grain or dry provisions, they are subjected to a fixed duty of 4 francs a ton from whatever country they arrive from or load their cargo; but if the unloading of the cargo takes place in more than one port of the Colony, the duty is only paid once for cargoes of this description.

British ships as well as all others enjoy the privilege of exemption from the payment of a duty of 4 francs per ton, if they come from northern ports loaded with timber, and depart with a cargo of French or of Algerian produce; should however the cargo not be a full cargo but not less than three quarters, tonnage dues will be exacted for the amount of tonnage not employed, and the like regulation exists in leaving with a cargo not less than half of French or Algerian produce.

British ships are likewise exempted from a duty of 4 francs per ton, either totally or partially, if they arrive with grain or dry provisions to the extent of two-thirds of their cargo for the consumption of the Colony.

This last regulation is only temporary, and extends to the 31st of December, 1856.

French ships arriving in Algeria are completely exempted from tonnage dues, and the duties on some articles imported in French vessels are less than those in British or foreign vessels.

The only Treaties which favour ships under the foreign flag are the following:—

The Treaty of Commerce between France and the Sardinian States, concluded on the 4th March, 1852.

The Treaty of Commerce between France and Belgium, concluded on the 22nd August, 1852.

The Treaty of Commerce between France and Tuscany, concluded on the 15th of February, 1853.

The Treaty of Commerce between France and Portugal, concluded on the 9th of March, 1853.

Thus Sardinian, Tuscan, Belgian, and Portuguese vessels pay 2 francs a ton when they come direct from the ports of their respective countries, and with the produce of these countries; otherwise from foreign ports, 4 francs a ton are paid.

In my despatch of the 16th of December, 1854, I had the honour to report to your Lordship that the increase of tonnage dues from 2 to 4 francs per ton, as reported to the Earl of Aberdeen by the late Mr. Consul-General St. John in his despatch of the 2nd of February, 1844, together with the new Tariff which came into operation on the 1st March, 1851, by which the Customs dues in Algeria were assimilated with the duties in France, with the exception of the articles enumerated in the Tariff which I forwarded to Viscount Palmerston in my despatch of the 2nd of December, 1851, press heavily on British and other ships, with the exception of the Tuscan and

Sardinian, as reported by me to the Earl of Malmesbury in my despatch of the 24th April, 1852.

I also reported to the Earl of Malmesbury, in my despatch of the 25th October, 1852, the decrease of British trade in Algeria and its causes; and in my despatch of the 8th April, 1853, I had the honour to report to your Lordship that a Treaty of Commerce and Navigation which had been concluded between France and Tuscany on the 15th of February, and came into operation on the 10th of April, 1853, by which the tonnage dues were reduced from 4 to 2 francs a ton on Tuscan vessels arriving in the ports of Algeria direct from the ports of Tuscany; and in alluding to my despatch of the 25th October, 1852, I had the honour to state to your Lordship that a Commercial Treaty had been concluded at Turin on the 4th March, 1852, between France and Sardinia, by which the tonnage dues were reduced from 4 to 2 francs per ton on Sardinian vessels arriving in the ports of Algeria direct from the Kingdom of Sardinia; and there was likewise a considerable reduction in dues on various articles the produce of Sardinia.

The Portuguese and Belgian ships enjoy the same privileges, but vessels under these flags very rarely arrive at this port.

The charge for quarantine is 3 centimes per ton a day on all vessels; 5 centimes are equal to about one halfpenny.

The charge for pilotage is 16 centimes per ton for all vessels.

Brokerage is at the rate of 4 per cent. in obtaining a cargo and $\frac{1}{2}$ per cent. for collecting freight.

I have the honour to inclose, for your Lordship's information, a broker's account, in which the various port charges are inserted for the "Arabian," steam-ship, a vessel of 405 tons; the account for the "Mæander," a steam-ship of 662 tons; and the account of the "Africain," a steam-ship of 1,040 tons.

Your Lordship will perceive that the port dues for the "Mæander" are much more considerable than those of the "Africain," a much larger vessel; it may be well to explain to your Lordship that the "Mæander" had upwards of 1,400 pilgrims or Hadjis on board from Alexandria, and consequently paid the full tonnage dues, whereas the "Africain" had only about 600, a little more than half of the tonnage, and only paid for that number of tons.

The "Persian," a large steam-ship of 1,228 tons, arrived at this port on the 22nd November, 1854, with a few hundred pilgrims (345), who were landed at Algiers, and as this, according to the Customs, was considered an operation of trade, the full tonnage dues were exacted and paid; but on the master complaining to me of the heavy port charges, I addressed a letter to the Director or Chief of the Customs; the matter was referred to Paris, and in April of this year I received a letter from the Chief of the Customs informing me that, on account of my observations, the Administration at Paris had decided that British steam-ships arriving from Alexandria with pilgrims or Hadjis from Mecca, natives of this country, should be considered as steam-packets, and that the tonnage dues should be exacted only for the number of passengers landed.

I have likewise the honour to transmit to your Lordship a broker's account for a sailing-vessel, the "Glenmore," of 251 tons.

The broker's charge for clearing out British, American, or Swedish vessels is 50 francs on account of interpretation; and 60 francs have been charged by Mr. Kühlman in clearing out the "Arabian," "Mæander" and "Africain" steam-ships; and 100 francs have been charged by the brokers in clearing out very large British steam-ships, as the "Paraná," "Glasgow," and "City of Manchester."

Droits de réconnaissance corresponding to dock or port dues, are 5 centimes a ton for French, and 10 centimes for foreign vessels, unless arriving from ports not in Europe, in which case the charge is 15 centimes per ton.

Ballast is furnished at the rate of 1 franc and 45 centimes per ton to all vessels.

No dues are charged for light-houses.

In obtaining the immunities of the French flag for foreign vessels in Algeria it was necessary formerly to pay one-fourth part of the value of the vessel, now one-tenth only is required.

All materials as iron and wood for the construction of vessels are admitted free of duty.

With reference to bonding warehouses, all goods may be bonded in Algeria whether prohibited or not, the articles prohibited are few, consisting of sugar refined in foreign countries, French books, maps, music, &c., denominated "contrefaçons," printed in a foreign country, and all materials of war.

Inclosure 2 in No. 33.

Sir J. Emerson Tennent to Mr. Hammond.

Sir, *Board of Trade, July* 11, 1856.

AMONG the Consular despatches transmitted by your letter of the 12th of February last, on the subject of the charges on British shipping in France, I am directed by the Lords of the Privy Council for Trade to call your attention to a communication from Her Majesty's Consul at Algiers, in which Mr. Bell states, with reference to the Treaties of Commerce at present existing between Great Britain and France, that "they do not apply to Algeria, and when British ships arrive in this Colony loaded with any cargoes except of grain or dry provisions, they are subjected to a fixed duty of 4 francs a ton, from whatever country they arrive or load their cargo." This is subject to some arbitrary and temporary exceptions, which the Consul has particularized.

As the indirect trade with a French Colony has not yet been formally conceded to British shipping, the dues in question must be levied on British ships in the direct trade. On French ships no tonnage dues are charged, and their imposition on those of the United Kingdom is contrary to the provisions of Article I, additional to the Treaty of Commerce of 1826, which stipulates that British ships and their cargoes imported from a British possession shall be subject in the Colonies of France to no other or higher duties than those to which French ships may be subjected performing the same voyages.

So long as Algeria was not recognized by Great Britain as a French Colony, there was no ground for reclamation against this infraction of the Treaty; but as, by Lord Eddisbury's letter of the 28th of May, 1849, my Lords were informed that it had been so recognized then, their Lordships would suggest for the consideration of the Earl of Clarendon, the expediency of calling the attention of the French Government to the fact reported by the Consul, and requiring that the practice at Algiers should be made consistent with the stipulations of the Treaty of 1826.

I have, &c.
(Signed) J. EMERSON TENNENT.

No. 34.

Mr. Howard to the Earl of Clarendon.—(*Received August* 30.)

My Lord, *Paris, August* 29, 1856.

WITH reference to your Lordship's despatch of the 19th of July last, instructing Lord Cowley to call the attention of the French Government to certain restrictions affecting British vessels on their arrival in Algeria, I have the honour to transmit to your Lordship a copy of a note which I have received from Count Walewski, in which his Excellency informs me that he has again called the attention of the Minister of Finance to this practice of levying dues on British vessels in Algeria.

I have, &c.
(Signed) HY. HOWARD.

Inclosure in No. 34.

Count Walewski to Lord Cowley.

M. l'Ambassadeur, *Paris, le* 28 *Août*, 1856.

J'AI reçu la lettre que votre Excellence m'a fait l'honneur de m'écrire à la fin du mois dernier et par laquelle elle veut bien me rappeler la demande de renseignements qu'elle m'a adressée, dans le courant de l'année dernière, au sujet du traitement auquel sont soumis les navires Anglais dans les ports de la France et de ses Colonies.

Je me suis empressé, M. l'Ambassadeur, de signaler de nouveau cette demande à l'attention de M. le Ministre des Finances, et, dès que M. Magne m'aura fait parvenir les informations dont il s'agit, je les transmettrai à votre Excellence.

Agréez, &c.
(Signé) A. WALEWSKI.

No. 35.

Lord Cowley to the Earl of Clarendon.—(*Received September* 16.)

My Lord, *Paris, September* 13, 1856.

WITH reference to your Lordship's despatch of the 19th of July last, instructing me to call the attention of the French Government to certain restrictions affecting British vessels on their arrival in Algeria, I have the honour to state that I lost no time after its receipt in addressing a note on the subject to Count Walewski, and I now inclose a copy of his Excellency's answer.

Your Lordship will see that the French Government decline removing the restrictions in question, as they do not admit that Algeria comes under the provisions of the Treaty of 1826, but they intimate that the question of the removal of these restrictions may be properly considered whenever the negotiations for a Treaty of Navigation are resumed between the two Governments.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 35.

Count Walewski to Lord Cowley.

M. l'Ambassadeur, *Paris, le* 10 *Septembre*, 1856.

PAR la lettre qu'elle m'a fait l'honneur de m'écrire le 25 Juillet dernier, votre Excellence réclame au nom de son Gouvernement la suppression de tout droit de tonnage en faveur de navires Anglais entrant les ports de l'Algérie. A l'appui de cette réclamation, votre Excellence invoque, d'une part, le principe de la réciprocité consacré, quant à l'intercours colonial, par le 1er Article Additionnel au Traité de Navigation du 26 Janvier, 1826, d'autre part la reconnaissance officielle faite en 1841 par le Gouvernement de Sa Majesté Britannique de l'Algérie comme Colonie Française.

Je regrette d'avoir à annoncer à votre Excellence qu'à la suite du minutieux examen auquel il s'est livré à cet égard, le Gouvernement de l'Empereur n'a pas reconnu la possibilité d'accepter les bases données à cette réclamation. En effet, sans s'arrêter même à la date de la conquête de l'Algérie, laquelle est de plusieurs années postérieure à la conclusion du Traité de 1826, il est difficile de ne pas rappeler que les possessions Françaises dans le Nord de l'Afrique ont, dès l'origine, été placées, comme elles le sont encore aujourd'hui, sous un régime administratif, fiscal, et conventionnel, entièrement distinct de celui qui prévaut dans les autres Colonies Françaises.

L'assimilation absolue que votre Excellence a cru pouvoir établir entre ces diverses Colonies n'est donc point fondée; et le Gouvernement de Sa Majesté Britannique l'a sans doute reconnu lui-même puisqu'il y a deux ans il s'est borné à demander en Algérie non pas l'exemption complète des droits de tonnage, mais seulement l'extension gratuite à la marine Anglaise de la réduction de 4 francs à 2 francs par tonneau consentie à titre onéreux au profit du pavillon Belge par le dernier Traité conclu entre la France et la Belgique.

Une autre considération que je dois invoquer ici et qui affaiblit, si elle ne détruit, le principe de réciprocité développé dans la lettre de votre Excellence du 25 Juillet dernier, c'est que le Gouvernement de Sa Majesté Britannique admet implicitement, même depuis 1849, que les stipulations du Traité de 1826 ne sont point applicables à l'intercours avec l'Algérie, car il a invariablement jusqu'à ce jour assujetti aux surtaxes différentielles pour feux, phares, balises, pilotage, &c., les bâtiments Français qui s'expédient directement des ports du Royaume Uni pour l'un des points de nos possessions dans le Nord de l'Afrique. Si je suis bien informé, un régime de surtaxes maritimes absolument semblable continuerait, d'ailleurs aussi, malgré l'interprétation absolue donnée par le Cabinet de Londres au premier Article Additionnel de la Convention du 26 Janvier, 1826, à frapper notre pavillon dans son intercours entre la Grande Bretagne et les Colonies transatlantiques de la France.

Quoiqu'il en soit, M. l'Ambassadeur, le Gouvernement de l'Empereur n'a point la pensée de refuser absolument à la marine Britannique la jouissance des concessions douanières ou maritimes que d'autres pavillons étrangers ont acquis en Algérie à titre onéreux; il lui semble seulement que, d'après les bases générales de la transaction qu'il a depuis longtemps proposées, cette affaire ne peut trouver de solution convenable et mutuellement avantageuse qu'à l'époque de la reprise des négociations maritimes pendantes entre les deux pays.

Agréez, &c.
(Signé) A. WALEWSKI.

No. 36.

The Earl of Clarendon to Lord Cowley.

My Lord, *Foreign Office, February* 19. 1857.

IN your despatch of the 13th of September last, your Excellency transmitted to me a copy of a note addressed to you by Count Walewski on the 10th of that month, stating that the French Government still decline to remove the discriminating tonnage dues imposed, as Her Majesty's Government believe in contravention of the Additional Articles of the Convention of 1826, upon British vessels engaged in the direct trade between British ports and the French Colony of Algeria.

The reasons assigned by the French Government for their refusal are four-fold :—

1. That Algeria not having been acquired by France until some years after the conclusion of the Convention of 1826, the stipulations of that Convention do not apply to Algeria.

2. That the French possessions in the North of Africa have always been, and still are, placed under a special system of fiscal administration, entirely distinct from that which prevails in the other Colonies of France.

3. That Great Britain having some time ago demanded not the entire removal of the discriminating charges in question, but only that British vessels should enjoy the same reduction of those charges which was accorded by France to Belgium in consideration of reciprocal concessions has virtually waived her claimed to such entire removal; and

Lastly, Because Great Britain herself has virtually admitted that the stipulations of the Convention of 1826 are not applicable to the trade with Algeria, because she has invariably subjected French vessels proceeding from the ports of the United Kingdom direct to French ports on the north of Africa to differential dues for lights, pilotage, &c.

On each of these arguments I shall now proceed to offer some remarks.

Her Majesty's Government would hardly have thought that the argument founded on the fact of Algeria not having been acquired until after the conclusion of the Convenof 1826 could have been seriously advanced, but as Count Walewski has put it forward in his note, I am compelled to say that such a doctrine is wholly inconsistent with the true spirit and intention, as well as with the national and legal construction of the Convention of 1826, or of any similar Convention. The obligations of a Treaty are permanent and indefeasible, whilst the geographical and political boundaries of the dominions of the Contracting Parties are necessarily subject to change. But the object and spirit, no less than the letter of the Convention require that its application and operation should be co-extensive with the dominions of both nations whatever may be the changes of such limits, or the date or circumstances of the acquisition of any particular place or territory. On the contrary supposition, the acquisition of any fresh Colony or territory by either party would either involve a partial avoidance of the Convention, or render a fresh negotiation necessary in each case.

The possibility of future acquisitions of territory must have occurred to both Contracting Parties at the time of the negotiations of the Convention of 1826; and the solitary and express exception of the Colonies possessed by the East India Company from the reciprocity extending to all the Colonies of the Contracting Parties is legally and logically, as well as grammatically, a sufficient argument for the complete application of the Convention to all other parts of the Colonial Dominions of either Party. It would have been easy and natural if France had intended to stipulate in the qualified and restricted sense now contended for, that her negotiator should have introduced some words of limitation for that purpose, but nothing of the sort is to be found in the Convention, although the attention of the French Government must have been attracted to the point by the British exception as to the territories under the government of the East India Company. The argument, therefore, that the operation of the Convention was intended by the Contracting Parties to be confined to their actual dominions at that particular moment, and not to extend to any others which they might subsequently acquire, thus creating as it were two classes of dominions, one pre-conventional to be embraced by the Convention, the other post-conventional, to be excluded from it, appears to Her Majesty's Government to be altogether untenable.

The next argument advanced by the French Government appears to me to rest upon even a less solid foundation than the first. It is simply that the French Possessions in the North of Africa have been ever since their origin, and still continue to be, placed under a special system of fiscal regulation. If there were any force in this argument it would eminently apply to the British Colonies which are under a great variety of forms of administration; and for reasons of a constitutional nature the territories under the

government of the East India Company were expressly excepted by Great Britain from the operation of the Convention of 1826; but France on her part contemplated no reservations whatever, but accorded to British shipping national treatment in the direct trade with all her Colonies without exception.

To admit the argument of Count Walewski would, in fact, render any Treaty a mere delusion, because it would result from that argument that either Party might arbitarily, and at its own pleasure, withdraw any portion, however large, of its territories from the operation of a Treaty, simply by subjecting such portion to a "special administration." It is obvious that if France is thus at liberty by her own act to withdraw Algeria from the scope of the Convention, there would be nothing to prevent her from, in like manner, withdrawing Marseilles, Bordeaux, or Havre, while Great Britain might pursue the same course with respect to Canada, Jamaica, Liverpool, and London, thus in effect completely annulling the Convention.

As these arguments have been put forward by the French Government, and therefore deserve respectful consideration, and as, moreover, they affect important principles, I have been obliged to enter into a detail of the obvious reasons which appear to me, as I trust they will to Count Walewski, to be decisive against them.

Count Walewski next proceeds to argue that Great Britain has precluded herself from making her present claim, because she some time ago demanded only a participation with Belgium in advantages accorded to the latter Power in Algeria, which were less extensive than those now claimed by Great Britain under the Convention of 1826. Even admitting that such a limited demand was made, Her Majesty's Government are unable to see how it affects their claim to any more extensive concessions under the positive stipulations of a subsisting Treaty.

So long as Great Britain did not acknowledge Algeria to be a Colony of France, she could not consistently demand that the benefits accorded by the Convention of 1826 should be extended to British commerce in Algerian ports. But this acknowledgment having been given in 1849, Her Majesty's Government are now entitled to demand those benefits to the full, and cannot be held to have lost their claim to the whole because they may hitherto have asked only a part.

The demand, however, which was made in consequence of the Treaty between Belgium and France, was founded solely upon a friendly appeal to the French Government for some return for the liberal commercial policy exhibited in the recent legislation of this country, and in no respect upon any curtailment or waiver of our rights under the Convention of 1826, as Count Walewski appears to think.

The last reason assigned by the French Government is, that the British Government, ever since the year 1849, when they recognized Algeria to be a Colony of France, have acted as if the stipulations of the Convention of 1826 were inapplicable to Algeria, because Her Majesty's Government have invariably, down to the present date, collected differential dues for lights, buoys, pilotage, and other services, from French vessels clearing out from the ports of the United Kingdom for the French possessions in Algeria. Count Walewski adds that, unless he is misinformed, a similar system is pursued elsewhere, and that notwithstanding the interpretation put by the British Government upon the Additional Article of the Convention of 1826, differential dues are levied on the French flag in voyages between the United Kingdom and the transatlantic Colonies of France.

It is not easy to conceive what bearing this argument has upon the question at issue. The 1st Additional Article to the Convention of 1826 stipulates that French vessels shall be allowed to sail from any port whatever of the countries under the dominion of His Most Christian Majesty to all the Colonies of the United Kingdom except those possessed by the East India Company, and to import into those Colonies any goods of French origin which are not prohibited, or which are permitted to be imported only from British possessions; and that such French vessels, and the goods so imported in them, shall not be subject in the British Colonies to other or higher duties than those to which British vessels may be subject on importing the same goods from any foreign country, or which are imposed upon the goods themselves.

The next paragraph of the Article stipulates that, reciprocally, the same facilities shall be granted to British vessels and goods in the Colonies of France. The stipulations of the Article, therefore, apply exclusively to the direct trade; that is, to French vessels and goods arriving in a British Colony direct from a French port, and to British vessels and goods arriving in a French Colony direct from a British port. Her Majesty's Government therefore demand that British vessels arriving in the ports of Algeria direct from a British port shall not be subjected to other or higher duties than a French vessel arriving from any foreign country; and that all unprohibited goods imported in such

British vessels shall not be subjected to any other or higher duties than may be imposed upon the same goods when so imported in a French vessel.

This demand is resisted by the French Government, not on the ground that Great Britain levies any differential dues on French vessels, or goods in respect of the direct trade, to which alone the Additional Article of 1826 relates, but because she continues to levy differential dues in respect of French vessels proceeding from a British port to a French Colony; that is, in respect of the indirect trade, which is not contemplated by the Additional Article of 1826. In other words, the French Government justifies its refusal to concede to British vessels and goods privileges which are within the plain letter of the Additional Article of 1826, by alleging that the British Government does not give to French vessels privileges which are not only not claimable under that Article, but which are altogether beyond its scope.

The differential duties in question which are still levied on French trade in respect of the indirect trade form one of the inconveniences arising out of the unsatisfactory position of the two countries in matters of commerce; and French vessels would be relieved from those duties whenever France may be disposed to conclude a Treaty of commercial reciprocity embracing the indirect and the Colonial trade as well as the direct trade. But the present question has no reference to them whatever.

I have accordingly to desire that your Excellency will again strongly urge the demand of Her Majesty's Government upon the Government of the Emperor. That demand is not that British vessels and goods should, in respect of all voyages whatsoever, be placed upon the same footing as French vessels and goods; but that in the case of British vessels proceeding direct from a British port to a port of Algeria, no other or higher dues shall be levied on the vessel or on its cargo than those which are or may be levied on a French vessel and on its cargo arriving in a port of Algeria from any foreign country.

I am, &c.
(Signed) CLARENDON.

No. 37.

Lord Napier to the Earl of Clarendon.—(Received June 22.)

My Lord, *Washington, June 3, 1857.*

HER Majesty's Consul at Mobile has applied to me for information on the following subject, in conformity with the desire of certain British merchants at that port:—

The parties above mentioned desire to know whether British merchant-ships can take into any of the ports of France American produce, particularly cotton, on terms as favourable as American ships, both in regard to tonnage dues and duties upon the cargo, and whether they can leave the said ports on the same footing as American vessels; and moreover, if any differential import duties or tonnage dues be levied in the case of British vessels importing American produce into French ports, what is the amount of such differential duties or dues.

I have, &c.
(Signed) NAPIER.

No. 38.

The Earl of Clarendon to Earl Cowley.

My Lord, *Foreign Office, June 23, 1857.*

I INCLOSE a copy of a despatch from Her Majesty's Minister at Washington,* expressing the wishes of certain British merchants at Mobile to be furnished with information as regards the duties levied in French ports on British vessels carrying American produce; and I have to instruct your Excellency to take steps to procure the information required.

I am, &c.
(Signed) CLARENDON.

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* No. 37.

No. 39.

Earl Cowley to the Earl of Clarendon.—(*Received July* 16.)

My Lord, *Paris, July* 13, 1857.

WITH a view of carrying out the instructions contained in your Lordship's despatch of the 23rd ultimo, I wrote to Her Majesty's Consuls at Havre, Marseilles, Bordeaux, and Nantes, the principal mercantile ports of France, in order to obtain the information regarding the duties levied in French ports on British vessels carrying American produce asked for by Lord Napier, and I have now the honour to inclose copies of the answers returned to me from those places.

I have, &c.
(Signed) COWLEY.

Inclosure 1 in No. 39.

Statement of Port Dues levied at Marseilles on British Vessels carrying American Produce.

1. *Q.* Can British merchant-vessels import American produce, particularly cotton, on terms as favourable as American ships, both in respect to tonnage dues and duties upon the cargo?—*A.* No.

2. *Q.* Can such British vessels leave port on the same footing as American vessels?—*A.* The fact of a British vessel having imported American produce to Marseilles would not affect the expenses (namely, pilotage) attendant on the departure of such ship from Marseilles.

3. *Q.* If any differential import duties or tonnage dues are levied in the case of British vessels importing American produce, what is the amount of such differential duties or dues?—*A.* No tonnage dues are levied at Marseilles. A British vessel importing American produce from America would have to pay differential dues on pilotage, as follows:—

On Entering.

American ships—17¼ centimes, 12¾ centimes, 8½ centimes per ton, according to distance.

British ships—40¼ centimes, 30⅕ centimes, 20⅛ centimes per ton, according to distance.

On Leaving.

American ships—11½ centimes, according to the country whither bound.

British ships—23 centimes, according to the country whither bound.

Differential duties would also be levied on the cargo, as the following Table of duties on some of the principal articles of import from America will show:—

	American Ship.	British Ship.
	Fr. c.	Fr. c.
Cotton, per 100 kilogrammes	20 0	35 0
Lard „	5 0	8 0
Resin „	5 0	5 50
Quercitron „	2 0	6 0
Tobacco, leaf „	Free	10 0
Ditto, manufactured	7 0	15 0
Staves, per 1,000	0 10	1 50

(Signed) H. A. BIRCH, *Acting Consul.*

Inclosure 2 in No. 39.

Statement of Port Dues levied at Nantes on British Vessels carrying American Produce.

BRITISH vessels cannot import into France cotton, the produce of the United States, on the same terms as vessels belonging to this country or to America.

The duty on the article by a British ship is 35 francs and 20 per cent. per 100 kilogrammes; by a French or American, 20 francs and 20 per cent. per 100 kilogrammes.

On other products of the United States, the difference is nearly in the same proportion; but there are articles that do not pay a higher duty when imported under any flag than is paid when they are brought by a French vessel.

The tonnage duty paid by British vessels entering the ports of France from the United States, and from all other foreign ports and British Colonies, is 3 francs 75 centimes, and 20 per cent. per ton measurement. An American vessel pays 5 francs and 20 per cent. British and American vessels in ballast leave the ports of France on the same footing as French vessels; if loaded and bound to a foreign port, or an English Colony, then the river dues, pilotages, and brokers' commission and charges are 50 per cent. additional. The tonnage duty is paid on entering the port. None is levied on leaving, whether the vessel be loaded or not.

(Signed) H. NEWMAN.

Inclosure 3 in No. 39.

Statement of Port Dues levied at Havre on British Vessels carrying American Produce.

1. BRITISH merchant-vessels cannot import American produce on terms as favourable as American ships, in respect of duties upon the cargo; but the tonnage dues are less on British ships than on American vessels.

2. Vessels from an English port with English goods, touching at Havre on their way to America, pay the same tonnage dues as if the voyage ended at Havre; but English vessels going direct from Havre to America leave port on the same footing as American vessels.

3. *Differential Duties on Cotton.*

	Per 100 kilos. Fr.	c.
In American ships, from America	20	0
Ditto, ditto, from England	20	0
In English ships, from America	35	0
Ditto, ditto, from England	25	0

Differential Duties on Copper.

	Per kilo.	
Copper, in pigs, American ships, from America	0	10
Ditto, British ships, ditto	3	0
	Per 100 kilos.	
Lead, in pigs, American ships, from America	5	0
Ditto, British ships, ditto	7	0
Potash, in pigs, American ships, from America	6	0
Ditto, British ships, ditto	12	0
Saltpetre, in pigs, American ships, from America	6	0
Ditto, British ships, ditto	11	0
Glauber salts, in pigs, American ships, from America	6	0
Ditto, British ships, ditto	12	0

Tonnage Dues.

On American ships, from America, 5 fr. 75 c. per ton, divided thus—
3 fr. 50 c. per ton, tonnage; 2 fr. 25 c. "péage," or dock dues.
On British ships, from America, divided thus—
2 fr. 50 c., with double décime, 50 c.; 2 fr. 25 c. "péage," or dock dues.
Rice, wheat, and other farinaceous imports, come in free of duty at this time.

(Signed) G. W. FEATHERSTONHAUGH.

July 9, 1857.

Inclosure 4 in No. 39.

Statement of Port Dues levied at Bordeaux on British Vessels carrying American Produce.

1. BRITISH and American merchant-vessels arriving at Bordeaux from America with any kind of American produce, pay tonnage duty as follows:—

British vessels equal to 3 fr. 75 c. per ton, besides the double décime (20 per cent.), 75 c.; together, 4 fr. 50 c. per ton.
American vessels, 5 fr. per ton, net.
Difference in favour of British vessels, 50 c. per ton.

2. The navigation duties on ships of all countries being due on arrival, and none being levied on departure, British vessels leave port on the same footing as Americans.

3. For some years past the import trade from America at this port has been but very unimportant. It consists chiefly in cotton, staves, lard, salt provisions, wax, and a few other articles, on which a differential import duty is paid, when imported by British vessels, as follows :—

Cotton.

Per English vessels, the 100 kilos., 35 fr., with 20 per cent., 7 fr.; together, 42 fr.
By American vessels, the 100 kilos., 20 fr., with 20 per cent., 4 fr.; together, 24 fr.
Difference in favour of American vessels, 18 fr. per 100 kilos., cotton.

Staves.

Per British vessels, the 1,000 in number, 1 fr. 50 c., and 20 per cent., 30 c.; together, 1 fr. 80 c.
By American vessels, the 1,000 in number, 10 c., with 20 per cent., 2 c.; together, 12 c.
Difference in favour of American ships, 1 fr. 68 c. per 1,000 staves.

Lard.

By English vessels, the 100 kilos., 8 fr., and 20 per cent., 1 fr. 60 c.; together, 9 fr. 60 c.
By American vessels, the 100 kilos., 5 fr., and 20 per cent., 1 fr.; together, 6 fr.
Difference in favour of American ships, 3 fr. 60 c. per 100 kilos., lard.

Salt Provisions.

The duty on this article is the same by the ships of the two countries, say, per 100 kilos., 50 c., with 20 per cent., 10 c.; together, 60 c.

Wax, unbleached.

By English vessels, the 100 kilos., 15 fr., with 20 per cent., 3 fr.; together, 18 fr.
By American ships, the 100 kilos., 1 fr., with 20 per cent., 20 c.; together, 1 fr. 20 c.
Difference in favour of American vessels, 16 fr. 80 c. per 100 kilos., unbleached wax.

Bordeaux, July 1857.

(Signed) F. HIVERN, *Acting Consul.*

No. 40.

The Earl of Clarendon to Lord Napier.

My Lord, *Foreign Office, July* 17, 1857.

WITH reference to your Lordship's despatch of the 9th ultimo, I transmit to you herewith, for your information, a copy of a despatch, with its inclosures, from Her Majesty's Ambassador at Paris,* stating the terms on which British vessels may import American produce into the ports of Havre, Nantes, and Bordeaux.

I am, &c.

(Signed) CLARENDON.

No. 41.

Earl Cowley to the Earl of Clarendon.—(Received August 3.)

My Lord, *Paris, August* 1, 1857.

AS instructed by your Lordship's despatch of the 19th of July, last year, I called the attention of the French Government to certain restrictions affecting British vessels upon their arrival in Algeria, representing to Count Walewski, that as Her Majesty's Government since the year 1849, have treated that province as a French possession, they have a right to expect that the dues there levied on British shipping should now be made the same as in other French ports, and in accordance with the Treaty of 1826.

In his despatch of the 29th of August, 1856, Mr. Howard transmitted to your Lordship a copy of a note from Count Walewski, stating that the matter had been referred to the Minister of Finance.

I have now received from the Imperial Minister for Foreign Affairs a further note on this subject and others connected with it, of which a copy will be found inclosed herewith, and I have the honour to forward in original a Table contained in it, comparing the dues actually levied on English vessels in French ports and in Algeria with those which would be levied in the same places if Her Majesty's Government accepted the French

* No. 39.

proposal of 1850. To this Table his Excellency draws particular attention, as having been compiled with some difficulty in order to show at a glance the relative merits of the present system, and of that which he urges Her Majesty's Government to accept. Count Walewski moreover remarks on what he considers to be a breach of reciprocity to the disadvantage of France, in the case of vessels arriving in ballast from another place than their own country, and subsequently clearing out with cargo, under the existing arrangements, and states his conviction that it will be for the mutual advantage of the two Powers to reconsider and establish on a new basis the whole system of their maritime relations.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 41.

Count Walewski to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 31 *Juillet*, 1857.

AINSI que j'ai eu l'honneur d'en informer votre Excellence le 28 Août dernier, j'avais de nouveau demandé à M. le Ministre des Finances de me fournir les renseignements complémentaires qui m'étaient indispensables pour pouvoir faire connaître avec exactitude au Gouvernement de Sa Majesté Britannique, d'une part, les modifications apportés au régime de la navigation Anglaise tant en France que dans les Colonies Françaises depuis le mois d'Octobre 1851, date de la dernière communication adressée à ce sujet par mon Département à Lord Normanby, d'autre part, les avantages qui, dans l'état actuel des choses, seraient de nature à résulter, pour le pavillon Anglais, d'une révision du Traité de 1826, conforme aux bases proposées par le Gouvernement Français en 1850.

Ces informations, que l'Administration Française n'a pas réunies sans quelque difficulté, notamment en ce qui concerne la législation coloniale, ont été résumées et co-ordonnées, par les soins de mon Département, dans un travail d'ensemble, qui, sous la forme d'un Tableau Synoptique divisé en trois colonnes, présente—1. Le régime de droit strict applicable au pavillon Britannique sous l'empire du Traité de 1826. 2. Les avantages dont ce pavillon jouit en dehors du Traité de 1826. 3. Le régime amélioré dont il jouirait en cas d'acceptation par l'Angleterre des propositions Françaises de 1850. Ce travail me parait devoir satisfaire au désir exprimé par le Board of Trade, et j'ai l'honneur, en conséquence, de le transmettre ci-joint à votre Excellence, en la priant de vouloir bien le faire parvenir au Gouvernement de la Reine.

Il en résulte, ainsi que le remarquera votre Excellence, que les modifications apportées, depuis 1851, au régime de la navigation Anglaise, ont toutes eu pour objet de l'améliorer. En outre, comme elles ne tombent pas sous l'application du Traité de 1826, elles sont essentiellement révocables de leur nature, et ce ne serait pas pour l'Angleterre un des moindres avantages du Traité à intervenir que de leur donner le caractère de fixité qui leur manque. Je crois devoir également signaler à l'attention de votre Excellence les observations contenues dans le Tableau ci-annexé, au sujet des immunités dont le pavillon Britannique jouit à la sortie des ports Français, en ce qui concerne tant les droits de navigation proprement dits que les surtaxes afférentes aux cargaisons. Ainsi, lorsqu'un navire Français, venu sur lest en Angleterre d'ailleurs que de France, et admis en franchise à son arrivée conformément au Traité de 1826, repart avec chargement pour quelque pays que ce soit, il a à payer, au moment de sa sortie, des droits dont le taux varie suivant qu'il se rend en France ou à une autre destination. Mais lorsqu'un navire Anglais, après avoir été pareillement admis en franchise dans un port Français où il est venu sur lest d'ailleurs que d'Angleterre, repart, lui aussi, avec chargement, pour une destination quelconque, il n'est assujetti, à sa sortie, à aucun droit de navigation, et jouit, par conséquent, en France, d'un traitement meilleur que celui auquel est soumis en Angleterre le bâtiment Français, naviguant dans des conditions identiquement correspondantes. De même, les navires Français qui partent, chargés d'Angleterre pour un pays tiers, ont quelques fois encore à supporter des taxes différentielles de pavillon, tandis qu'au contraire les cargaisons exportées de France par navires Anglais à destination de pays tiers, ne payent, en aucun cas, d'autres ni de plus forts droits que si elles étaient exportées sous pavillon Français. Or, le Traité de 1826, ne mettant nul obstacle à ce qu'une modification partielle du régime de la navigation Anglaise en France fasse cesser les inégalités de traitement qui ressortent de ce double rapprochement, le Gouvernement de la Reine n'hésitera pas à reconnaître qu'il y aurait pour les deux pays avantage de

donner à leurs relations maritimes la base régulière et stable d'un droit conventionnel nouveau plus équitablement pondéré que celui qui les régit actuellemont.

Agréez, &c.
(Signé) A. WALEWSKI.

No. 42.

Earl Cowley to the Earl of Clarendon.—(*Received August* 19.)

My Lord, *Paris, August* 16, 1857.

YOUR Lordship will see by the inclosed copy of a note received yesterday from Count Walewski, that the French Government persist in maintaining the restrictions affecting British vessels arriving in Algeria, the removal of which I was desired to urge again upon them by your Lordship's despatch of the 19th February. The French Government continue to contend that Algeria does not come under the provisions of the Convention of 1826.

Your Lordship will not fail to remark that Count Walewski takes the opportunity of again inviting Her Majesty's Government to resume the negotiations begun in 1850 for the revision of the Convention of 1826, if they are desirous of obtaining the advantages which they claim, but which the French Government deny for British vessels trading with the French possessions in Africa.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 42.

Count Walewski to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 13 *Août*, 1857.

J'AI reçu la lettre que votre Excellence m'a fait l'honneur de m'écrire le 22 Février dernier, pour maintenir l'opinion de son Gouvernement sur application à l'Algérie des stipulations commerciales et maritimes de 1826.

Après avoir soumis à un minutieux examen cette nouvelle commuuication de votre Excellence, le Gouvernement de l'Empereur n'a pu qu'être confirmé dans la pensée, déjà développée par ma lettre du 10 Septembre dernier, que l'interprétation d'après laquelle le Traité de 1826 serait de plein droit applicable à l'Algérie n'est pas moins contraire à l'esprit évident du Traité qu'aux véritables principes du droit des gens.

C'est, en effet, une règle généralement admise qu'un Traité de Commerce ou de Navigation ne s'applique qu'à l'état de possession existant à l'époque de sa signature, à moins que, par une clause expresse, chaque Partie Contractante n'ait déclaré renoncer, à l'avance, à la faculté de régler, selon les exigences de son intérêt ou de sa politique, la condition de ses acquisitions futures de territoire. L'abandon d'une pareille faculté ne saurait évidemment se supposer; d'un autre côté, le principe en vertu duquel toute stipulation onéreuse doit toujours être interprétée dans le sens le plus restrictif trouve ici son entière application.

Si l'on recherche maintenant l'esprit du Traité, il est facile de reconnaître qu'il ne se prête pas davantage au système que votre Excellence a été chargée d'exposer. En effet, la Convention qui règle les rapports maritimes des deux pays a pour base un échange de concessions calculées de manière à représenter une somme équivalente d'avantages corrélatifs de part et d'autre; or, cet équilibre n'eût-il pas été détruit en principe, dès le début, si la Convention de 1826 avait été censée s'appliquer à un état de possession indéterminé quant à l'avenir et susceptible, par conséquent, des modifications les plus imprévues? Et plus tard n'eût-il pas été détruit en fait, au détriment de la France, si les navires Anglais et leurs cargaisons avaient été, sans compensation aucune, admis au traitement national dans les ports de l'Algérie devenue possession Française? Comment, d'ailleurs, supposer que les négociateurs auraient eu la pensée de sacrifier le maintien de l'équilibre dont il s'agit à l'éventualité d'acquisition futures de territoire, alors que la France, cédant à des considérations tirées de ce même équilibre, consentait, à la demande de l'Angleterre, à excepter les possessions Britanniques de l'Inde des stipulations du Traité?

Examinée à un point de vue surement pratique, la demande développée par votre Excellence n'a pas non plus paru au Gouvernement de l'Empereur susceptible d'être

accueillie. Sans doute, si l'Algérie présentait le caractère de Colonie à cultures, qu'elle n'a jamais eu et qui ne saurait lui être attribué d'une manière arbitraire en dehors de toute base légale ou conventionnelle, il serait possible d'étendre, *de plano*, aux navires Anglais venant dans ses ports, l'application des Articles Additionnels de 1826 ; ce serait là, dans tous les cas, une concession gratuite et spontanée de notre part, non la reconnaissance d'un droit acquis. Mais le régime spécial de l'Algérie diffère autant de celui du territoire continental de l'Empire que de celui des Colonies à cultures, il ne peut donc pas être modifié par voie d'assimilation ; il ne pourrait l'être que par une loi ou par un Traité. Or cette situation, ainsi que votre Excellence n'hésitera sans doute pas à le reconnaître, est moins que toute autre de nature à comporter la concession, à une Puissance étrangère, d'avantages unilatéraux tels que ceux que le Gouvernement Britannique réclame en Algérie pour son pavillon. Je rappellerai, d'ailleurs, à votre Excellence que les avantages dont il s'agit sont exactement les mêmes que ceux que le Gouvernement Français s'est déclaré prêt à accorder à l'Angleterre à titre onéreux, par l'Article XIII du Projet de Traité remis par un de mes prédécesseurs à Lord Normanby le 30 Janvier, 1850.

Quant à l'argument qui pourrait être tiré du fait matériel de la reconnaissance, par le Cabinet de Londres, de l'Algérie comme possession Française, les observations qui précèdent y ont, par avance, répondu. Ce fait, qui s'est produit isolément, sans stipulations ni réserves d'aucune sorte, n'a pu donner naissance à un droit qui n'existait pas antérieurement, et le Gouvernement Français a été, jusque dans ces derniers temps, d'autant plus fondé à croire son opinion à cet égard partagée par celui de la Reine que la première demande de votre Excellence en date du 23 Avril, 1854, outre qu'elle était uniquement motivée par des considérations générales de réciprocité, n'avait d'autre objet que d'obtenir au moyen d'une concession volontaire de la France, le traitement de la nation la plus favorisée en Algérie.

Quoiq'il en soit, je me plais à espérer, M. l'Ambassadeur, que le Cabinet de Londres, appréciant la valeur des observations que je viens d'avoir l'honneur de soumettre à votre Excellence, s'empressera en reprenant les négociations entamées, en 1850, pour la révision du Traité de 1826, de revenir au moyen le plus naturel et le plus sûr en même temps d'obtenir pour le pavillon Britannique, dans les possessions Françaises du nord de l'Afrique, le traitement applicable aux navires Français venant d'un pays étranger quelconque.

Agréez, &c.
(Signé) A. WALEWSKI.

No. 43.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, February* 20, 1860.

THE shipowners of Liverpool have stated to me that the differential duties levied in the French ports work serious injury to British shipping. For instance, they urge that the trade in raw cotton between the United States and France is carried on almost entirely in ships of the United States.

A British ship is prevented from competing in this trade by the differential duties levied in French ports.

Now the Emperor of the French has declared his intention to give a facility for the introduction of raw cotton by abolishing all duties on its importation.

A further advantage in the same direction would be gained by allowing free competition in the shipping by which the cotton is introduced.

If, for instance, a British ship could carry cotton to Havre at a lower freight than an American, the prices of the cotton at Havre would be proportionately lower.

The system of prohibition was till lately the system of France, but now that the system of free trade has been happily inaugurated, the removal of the differential duties, which seem to be of little value to French shipping, but which favour American at the expense of British shipping, ought surely to be effected.

I am, &c.
(Signed) J. RUSSELL.

No. 44.

Mr. Hammond to Sir J. Emerson Tennent.

Sir, *Foreign Office, April* 12, 1860.

IN your letter of the 22nd of March you point out, by direction of the Lords of the Committee of Privy Council for Trade, several matters arising out of the Commercial Treaty with France, to which their Lordships think it might be desirable to call the attention of the French Government, with a view to certain modifications in the Treaty at the time that the supplementary Convention provided for in the XIIIth Article of the Treaty is under discussion.

It seems, however, to be advisable, at all events in the first instance, not to confound the two questions of carrying out a specific Treaty engagement, and of modifying other engagements contained in the same Treaty.

For this reason Lord John Russell in his instructions to the Commissioners, of which a copy is inclosed in my other letter of this day's date, has confined himself to the questions arising under the XIIIth Article, but his Lordship will be quite prepared when the time arrives for entering upon the other points adverted to in your letter, and which he conceives will be when the negotiation for the supplementary Convention is drawing to a close, to authorize Earl Cowley and Mr. Cobden, who would be associated with his Excellency for that purpose, to enter upon any other points, either arising out of the Treaty or independent of it, connected with the commercial relations between the two countries.

You have specified in your letter the expediency of endeavouring—

1. To extend the provisions of the Ist Article of the Treaty so as to bring within its terms British colonial produce and re-exports from Great Britain;

2. To provide for the assimilation of the British and French flags in the direct trade during the continuance of the Treaty;

3. To procure the addition of silk manufactures and carpets to the list of articles upon which the duty is to be reduced at an early period;

4. To render the terms of the XIXth Article more comprehensive.

On further consideration it is possible that other points may occur to the Lords of the Committee of Privy Council for Trade, such as the admission into France of the produce of British fisheries, the removal of the remaining differences between the shipping of the two countries, which it might be desirable to moot at Paris; and Lord John Russell is of opinion that the best course would be for the Board of Trade carefully to review the whole of the provisions of the Treaty of the 23rd of January, calling in, if necessary, to their assistance Her Majesty's Advocate and Attorney-General, and at the same time to consider whether there may not be other matters not strictly within the province of the Treaty which it might be advantageous for this country no less than for France to have adjusted; and having come to a determination as to what should be asked of France, and what inducement could be held out to France to concede what is desired, to refer the whole question to this Office, in order to instructions being sent to Earl Cowley and Mr. Cobden.

Lord John Russell directs me to request that in submitting this suggestion to the consideration of the Lords of the Committee of Privy Council for Trade, you will add that his Lordship considers that if their Lordships are inclined to act upon it no time should be lost in carrying it into effect.

I am, &c.
(Signed) E. HAMMOND.

No. 45.

Mr. Hammond to Sir J. Emerson Tennent.

Sir, *Foreign Office, April* 13, 1860.

I MENTIONED in my letter of the 12th instant the abolition of the restrictions still imposed on British shipping in the ports of France as one of the points to which Lord John Russell conceived that the Lords of the Committee of Privy Council for Trade might direct their attention when considering the modifications which it might be possible to make in the late Commercial Treaty with France.

Their Lordships are, however, aware that the House of Commons have presented to Her Majesty an Address praying "that she will be graciously pleased to enter into

negotiations with the Emperor of the French, with the view of making a Treaty for the reciprocal abrogation of all discriminating duties levied upon the vessels and their cargoes of either of the two nations in the ports of the other; and for procuring such alterations in the navigation laws of France as may tend to facilitate the commercial intercourse and strengthen the friendly relations between England and France."

To this Address Her Majesty was pleased to reply that she would not fail to give such directions as might appear to her to be calculated to promote the objects which the House of Commons had in view.

Lord John Russell is accordingly prepared, in obedience to Her Majesty's commands, to instruct Her Majesty's Ambassador at Paris, either singly or in conjunction with Mr. Cobden, who will shortly be at Paris, to lay before the French Government such proposals on this matter as the Lords of the Committee of Privy Council for Trade may consider as most likely to effect the desired object; and I am to request that you will move their Lordships, at their earliest convenience, to favour Lord John Russell with their opinion as to the instructions to be given to Her Majesty's Ambassador.

I am, &c.

(Signed) E. HAMMOND.

No. 46.

Mr. Booth to Mr. Hammond.—(Received May 17.)

Office of Committee of Privy Council for Trade,
Whitehall, May 17, 1860.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to request you to state to Lord John Russell that my Lords have had under their consideration your letters of the 12th and 13th ultimo, on the subject of the recent Commercial Treaty with France, and the Address of the House of Commons praying Her Majesty to enter into negotiations with the Emperor of the French for procuring a relaxation of the restrictive navigation laws of France.

In the former of those letters, after adverting to my letter of the 23rd March, in which my Lords had suggested, with reference to the negotiations about to be entered upon for settling the French Tariff under the XIIIth Article of the Treaty, that the attention of the French Government should be called to certain points with a view to obtain a modification of some provisions of the Treaty, you state that Lord John Russell will be quite prepared when the time arrives for entering upon the points adverted to, which he conceives will be when the negotiation of the Supplementary Convention is drawing to a close, to authorise Earl Cowley and Mr. Cobden, who would be associated with his Excellency for that purpose, to enter upon any other points, either arising out of the Treaty or independent of it, connected with the commercial relations between the two countries; and you add that Lord John Russell is opinion that the best course would be for the Board of Trade carefully to review the whole of the provisions of the Treaty of the 23rd January, calling in, if necessary, to their assistance Her Majesty's Advocate and Attorney-General, and at the same time to consider whether there may not be other matters not strictly within the purview of the Treaty which it might be advantageous for this country, no less than for France, to have adjusted, and having come to a determination as to what should be asked of France, and what inducement could be held out to France to concede what is desired, to refer the whole question to the Foreign Office in order to instructions being sent to Earl Cowley and Mr. Cobden.

In the second of the two letters you state, with reference to Her Majesty's reply to the Address of the House of Commons, that Lord John Russell is prepared, in obedience to Her Majesty's commands, to instruct Her Majesty's Ambassador at Paris, either singly or in conjunction with Mr. Cobden, who was shortly to be in Paris, to lay before the French Government such proposals on this matter as the Lords of Trade may consider most likely to effect the desired object, and you request that my Lords at their earliest convenience will favour Lord John Russell with their opinion as to the instructions to be given to Her Majesty's Ambassador.

In reply, I am to state to you that it does not appear to my Lords that any advantage is likely to result from attempting at this moment a separate negotiation for a Treaty of Navigation with France.

My Lords are disposed to think rather that this matter should form part of such a general review as that suggested by Lord John Russell of the provisions of the Treaty of the 23rd of January, which it is proposed should take place towards the close of the negotiations for the Supplementary Convention; and my Lords would suggest that this

review should embrace also the provisions of the existing Treaty of 1826, so as to blend the provisions of the two existing Treaties, together with those of the contemplated Supplementary Convention, and such amendments or additions as may now be negotiated, into one comprehensive Treaty of Commerce and Navigation.

Supposing this course to meet the concurrence of the French Government, an opportunity would thus be presented of removing the defects of the Treaties of 1826 and 1860, of improving their phraseology, and of reconciling the English and French versions of the latter throughout, to which would be added the great advantage of having the whole of our Treaty engagements with France to continue for the same period; whereas at present, whilst the Treaty of 1860 is to continue in force for at least ten years, the Treaty of 1826, under which our vessels enjoy national treatment in the direct trade with France, may be terminated at any time after the lapse of twelve months.

My Lords will be prepared to give their best assistance in recasting the terms of our Treaty relations with France in the manner above referred to, and throwing the whole in an amended form into one comprehensive Treaty of Commerce and Navigation, if this course shall be determined upon.

In the meantime, with reference to the pending negotiation, my Lords would suggest, with reference to the XVIth Article of the Treaty of 1860, by which "His Majesty the Emperor of the French engages that the *ad valorem* duties payable on the importation into France of merchandise of British production and manufacture, shall not exceed a maximum of 25 per cent. from the 1st of October, 1864" (which is, no doubt, meant to be inclusive of the two decimes as in Article I, though it is not here expressed), that it appears to my Lords desirable that in the cases where specific duties may be agreed upon in the negotiations about to take place under the XIIIth Article of the Treaty, the Tariff to be settled should not only give the duties so determined, but also (as is done in the case of the Tariffs of some of the South American States) give additional columns showing how those duties are arrived at.

To take, for instance, the case of an article worth 50 francs per kilogramme, the Commission about to sit may perhaps decide that the duty on it is to be assessed at the rate of 28 per cent. *ad valorem*.

That will give a duty of 14 francs per kilogramme. But when 1864 arrives, and we claim under Article XVI a reduction of every duty to a maximum of 25 per cent., the mere figures "14 francs per kilogramme," will give no clue whatever towards ascertaining what rate per cent. was originally agreed upon as the basis of the fixed duty, and the French Government may then perhaps contend that the 14 francs already represented a duty of not more than 25 per cent., whereas in reality it was one of 28 per cent.

My Lords would, therefore, propose some such form as the following to be adopted, and printed as an integral part of the tariff in the case of all articles charged with specific duties:—

Article.	*Ad valorem* rate of Duty agreed upon as basis of Conversion into Specific Duty.	Assumed value of Article for purpose of Assessment.	Actual Duty to be levied by Custom-House.	
			When in British or French Ships.	When in Foreign Ships.
	Per cent.	Per kilo.	Per kilo.	Per kilo.
A.	28	50 francs.	14 francs.	

It may deserve consideration also, whether it should not be provided that the Tariff reductions to take place in October 1864, may be carried into effect by means of the labours of a joint Commission, such as that now about to meet, instead of leaving them entirely to the French Government. The adoption of the plan above suggested would be of material assistance to such a Commission.

The prices of goods in the last six months of 1859, even if fair for assessing the duties to be now levied, cannot be reckoned on as fair for assessing the reduced duties which are to be levied in 1864. As the tendency is towards a constant reduction in the price of British manufacture, a duty which is in reality a duty of only 25 per cent. on the prices of 1859 may very possibly be a duty of 30 or 40 per cent. when 1864 arrives.

In any revision of the Treaty, care should be taken that words be added in this Article, as in Article I, stating that the maximum of 25 per cent. includes the two additional decimes. The absence of those words here, and their presence when speaking of the 30 per cent., might otherwise lead to future misunderstanding.

There is one other point connected with the subject under consideration which my Lords are desirous of calling to the attention of Lord John Russell in order that his Lordship may judge whether it would be expedient that any representations should be made to the French Government on the subject without waiting for the period when the general Treaty relations between the two countries may be reviewed, as above adverted to.

It is understood that the reason why the new Tariff under the Treaty is not to come into force before the 1st October, 1861, except in the case of one or two articles, is that the French Government have given some pledge that under no circumstances should existing prohibitions be removed before that date, whilst in the case of various other articles, such as wool, they reserved to themselves the course of proceeding by special legislation.

There are, however, various other goods of considerable importance to British interests which fall under neither of these categories, and the duties on which the French Government are at perfect liberty to reduce at an earlier date.

In this category appear to be the following articles (amongst others); certain descriptions of:—Superior cotton and woollen yarns; cotton lace; silk manufactures of all kinds; woollen carpets and blankets; earthenware and porcelain; looking glasses; chemical productions.

It would seem to be desirable in the interests of trade to urge on the French Government an early reduction of duty on such articles.

In the cases of some, such as silk manufactures, any opposition on the part of even the French Protectionists is scarcely to be looked for.

I have, &c.
(Signed) JAMES BOOTH.

No. 47.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, May* 22, 1860.

I INCLOSE to your Excellency the accompanying correspondence, as marked in the margin,* which has passed between this office and the Board of Trade upon the subject of the recent Commercial Treaty with France, and the Address of the House of Commons praying Her Majesty's Government to enter into negotiations with the Emperor of the French for procuring a relaxation of the restrictive navigation laws of France; and I have to state to you that I should be glad to be furnished with your Excellency's and Mr. Cobden's opinion as to the most advisable course to be pursued in regard to the suggestions contained in the letter from the Board of Trade of the 17th instant.

I am, &c.
(Signed) J. RUSSELL.

No. 48.

Earl Cowley to Lord J. Russell.—(Received June 2.)

My Lord, *Paris, May* 31, 1860.

ON the receipt of your Lordship's despatch of the 22nd instant relative to procuring a relaxation of the restrictive navigation laws of France, and to modifying and consolidating the Treaties of 1826 and 1860, I requested Mr. Cobden, in compliance with your Lordship's instructions, to give me his opinion upon the two points.

The inclosed Memorandum furnished me by that gentleman will put your Lordship in possession of his views.

In these views I entirely concur. I have already had occasion to inform your Lordship that the French Government is not likely to entertain at the present moment any proposition for the modification of the existing navigation laws between the two countries, though I cannot but hope that they will be eventually compelled to do so by the force of circumstances. In the meantime no harm, I am inclined to think, would result, were the resolutions of the House of Commons, to which your Lordship's despatch refers, to be communicated officially to the Imperial Government, and were the Imperial Government to be formally invited to take the matter into their earnest consideration. It would be well if the official note to the French Government were to be accompanied by statistical documents showing the advantages which have accrued to Great Britain by the change made in the British navigation laws.

* Nos. 44, 45, and 46.

I do not touch upon the other points mentioned in the inclosed Memorandum, having no observation to add to them, except that if, as therein suggested, I am to address a note to the French Government with reference to the operation of the new Tariff on certain articles, at an earlier period than October 1861, it is desirable that I should be furnished with a comprehensive list of all the articles which the Board of Trade would wish to bring under the notice of the French Government, it appearing from Mr. Booth's letter of the 17th instant that only a part of them are therein alluded to.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 48.

Memorandum on Board of Trade Letter of May 17, 1860.

1. THE Board of Trade suggests that occasion should be taken of the Supplemental Convention about to be negotiated, to revise and extend the whole commercial engagements of England and France; and that when this has been done, it should be substituted both for the Commercial Treaty of 1860, and for the Navigation Treaty of 1826, and thus constitute one International Act regulating the commercial relations of the two countries.

So far as the commercial part of the question is concerned, it seems very desirable that this course should be adopted, and any amendments or modifications which may be recommended by the Board of Trade in the Treaty of January last, will no doubt be carefully considered by the negotiators of the Supplemental Convention.

In order, however, to include in that Convention provisions affecting navigation, it would be necessary to enter upon negotiations having for their object to obtain relaxations of the French Navigation Laws, which the French Government will probably not be disposed to entertain at the present time.

The Board of Trade seem to be aware that this negotiation is not desirable at present, but it is difficult to see how it can become so within the period when the Supplemental Treaty will have to be concluded.

The opposition made by the protected interests of France to the recent Treaty is already so strong as to present a formidable obstacle to the satisfactory settlement of the Tariff, and hitherto the principal seaport towns have been valuable auxiliaries to the Government in introducing a liberal policy; but it is clear from indications which have recently been manifested, that this favourable feeling would be converted into one of hostility if the commercial relaxations were extended so as to affect the existing restrictions on navigation.

Marseilles has addressed a strong protest to the Government in this sense, on the occasion of the recent vote of the House of Commons on Mr. Lindsay's motion.

It seems therefore almost a necessary policy at present to defer the agitation of this question until time has been given to exhibit the results which may be expected to follow the recent reforms, and which may strengthen the hands of the French Government in future encroachments on the protective system.

2. The next point raised by the Board of Trade has reference to the form of the Tariff to be framed under Article XIII of the Treaty of January. The suggestion of the Board of Trade as to the insertion of the *ad valorem* basis of the specific duties enumerated in the Tariff, as well as of the specific duties themselves, will receive the best attention of Mr. Cobden and the Assistant Commissioners, and they concur with the Board of Trade in thinking that it will be desirable, if possible, to stipulate for a re-assessment of duties in 1864.

3. The Board of Trade gives a list of articles included in the Treaty with regard to which it is believed that the French Government is under no engagement to defer the operation of the new Tariff until 1861, and which should be, if possible, admitted at an earlier period.

Lord Cowley will probably address a note to the French Government on this subject.

No. 49.]

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, June* 19, 1860.

WITH reference to your Excellency's despatch of the 1st instant, I transmit to you copy of a letter from the Board of Trade, stating the course which should be

pursued as to the further negotiations on the subject of the French Tariff, and as to communications with the French Government with respect to the French Navigation Laws, and I have to instruct your Excellency to proceed in the manner suggested by the Board of Trade.

I am, &c.
(Signed) J. RUSSELL.

Inclosure in No. 49.

Mr. Bowring to Mr. Hammond.

Office of Committee of Privy Council for Trade,
Whitehall, June 16, 1860.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 5th instant, transmitting with reference to the letter from this Department of the 17th ultimo, copies of a despatch and its inclosure from Her Majesty's Ambassador at Paris, embodying the opinions entertained by his Excellency and Mr. Cobden as to the best course to be pursued in carrying on any further negotiations with the French Government on matters connected with the late Commercial Treaty and the present restrictive French Navigation Laws; and I am to acquaint you, for the information of Lord John Russell, that my Lords entirely agree in the view expressed in these communications by Lord Cowley and Mr. Cobden respectively, as to the inexpediency of pressing the Navigation question upon the notice of the French Government at the present moment, whilst the important matters arising out of the Commercial Treaty are still undecided. Their Lordships at same time concur with Lord Cowley in thinking that no harm would result from communicating officially to the Imperial Government the Resolutions of the House of Commons referred to in his despatch.

With reference to his Excellency's proposal to accompany his official note on this subject by statistical documents showing the advantages which have accrued to this country by the repeal of the British Navigation Laws, I am to state that my Lords consider that the information desired by Lord Cowley cannot be communicated to the French Government in a more succinct and comprehensive manner than in the shape of a copy of the letter prepared in the Board of Trade in March 1859, in reply to the complaints of the British shipowners of injury having been inflicted on them by the repeal of those laws. A copy of this document, with the Memorial to which it is the reply, is herewith inclosed in the form in which it was laid before Parliament last year by command of Her Majesty (with a correction merely of some errors in the figures which had escaped notice), in case Lord John Russell should desire to forward it to Lord Cowley to be made use of in the manner proposed.

It appears to my Lords that there are obvious advantages in employing, in a case like the present, an existing historical document compiled for an entirely different and domestic purpose, rather than having recourse to figures and statistics prepared for the purpose of inducing a foreign Government to adopt our own views of economical policy.

It may be as well to add, however, that the conclusions arrived at in the Board of Trade letter are in all respects confirmed by the statistics of the period that has elapsed since it was written, and that the employment of British shipping, which, as shown in page 14 of the printed paper, had experienced a considerable decrease in 1858 as compared with 1857, had almost entirely recovered in 1859 the extraordinary extent reached in 1857.

As regards Lord Cowley's request to be furnished with a comprehensive list of all the articles referred to in the letter from this Department of the 17th ultimo, as being articles on which an early reduction in the existing rates of duty might be urged on the French Government, I am directed to inclose, for Lord Cowley's information, a printed copy of the existing and proposed French Tariff, in which all the articles are marked in respect of which the French Government are in a position, should they so think fit, to reduce the duties at an earlier date than October 1861, for the reasons stated in my Lords' letter of the 17th ultimo, viz., articles not previously prohibited, and articles not provided for by special legislation, such as raw materials. It was not their Lordships' desire, however, that the Imperial Government should be pressed to make an immediate reduction in the existing duties on every article marked in the list, and they would be well satisfied if the reduction in question could be carried into effect in the case of the few classes of articles specially enumerated in their former letter.

I have, &c.
(Signed) EDGAR A. BOWRING.

No. 50.

Earl Cowley to Lord J. Russell.—(*Received June* 26.)

My Lord, *Paris, June* 25, 1860.

I HAVE the honour to inclose herewith copy of a note which, in compliance with the instructions contained in your Lordship's despatch of the 19th instant, I have this day addressed to M. Thouvenel, calling his attention to the Address of the House of Commons to the Queen of the 29th March, praying Her Majesty to enter into negotiations with the Emperor of the French in order to procure alterations in the Navigation Laws of France.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 50.

Earl Cowley to M. Thouvenel.

M. le Ministre, *Paris, June* 25, 1860.

YOUR Excellency has no doubt been made aware that on the 29th of March last the House of Commons voted an Address to the Queen, praying "that Her Majesty will be graciously pleased to enter into negotiations with the Emperor of the French with the view of making a Treaty for the reciprocal abrogation of all discriminating duties levied upon the vessels and their cargoes of either of the two nations in the ports of the other, and for procuring such alterations in the Navigation Laws of France as may tend to facilitate the commercial intercourse and strengthen the friendly relations between England and France."

The Queen having been graciously pleased to signify her commands that measures should be taken to give effect to the wishes of the House of Commons, I have received instructions from Her Majesty's Secretary of State for Foreign Affairs to bring this important subject under your Excellency's notice.

In requesting your Excellency's consideration, and that of your colleagues, of the prayer addressed by the House of Commons to the Queen, I do not attempt to conceal from myself the difficulties with which the Imperial Government will have to contend in entering into negotiations for the objects enumerated above from the opposition of the shipowners and the influential classes in France, who will see nothing but ruin in prospect from a relaxation of the Navigation Laws of the Empire. But I may perhaps be permitted to remark that the same apprehensions were entertained by the shipowners of Great Britain, when it was determined to repeal the British Navigation Laws, while the results of that repeal have been in complete contradiction to those apprehensions.

With a view of showing the truth of this assertion, I have the honour to inclose, for your Excellency's information, copy of a letter prepared in the Board of Trade in March, 1859, in reply to the complaints of British shipowners of injury having been inflicted on them by the repeal of those laws, together with a copy of the Memorial to which it is a reply, in the form in which these documents were laid before Parliament last year by command of the Queen, with a correction merely of some error in the figures which had escaped notice. It has been thought preferable to lay before the Imperial Government an existing historical document, compiled for a different and domestic purpose, rather than to have recourse to figures and statistics prepared for the purpose of inducing the Imperial Government to adopt British views of economical policy.

It may be as well to add, however, that the conclusions arrived at in the Board of Trade letter are in all respects confirmed by the statistics of the period that has elapsed since it was written, and that the employment of British shipping, which, as shown in page 14 of the inclosed paper, had experienced a considerable decrease in 1858 as compared with 1857, had almost entirely recovered in 1859 the extraordinary extent reached in 1857.

I now leave this matter in your Excellency's hands, not, however, without expressing the earnest hope that the desire of the House of Commons "to facilitate the commercial intercourse and strengthen the friendly relations between England and France," by reciprocal facilities granted to the commercial navies of the two countries, may be responded to by the Imperial Government; and I will only observe in conclusion, in the words of the Board of Trade letter inclosed, "that both in the foreign trade and in the coasting trade the countries which have reciprocated the liberal policy of the United Kingdom are those which have been most benefitted by the repeal of our restrictions,

while the countries which maintain unequal restrictions upon British ships will be found to be precisely those which have derived little or no advantage from the opening of our trade.

I have, &c.
(Signed) COWLEY.

No. 51.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, December* 5, 1860.

THE question of the revision of the navigation laws of France which your Excellency brought before M. Thouvenel in the note of which a copy is inclosed in your despatch of the 25th of June last, being still in abeyance, I have to instruct your Excellency to inform me whether, in your opinion, this question can be renewed at the present moment with any prospect of success.

I am, &c.
(Signed) RUSSELL.

No. 52.

Earl Cowley to Lord J. Russell.—(Received December 17.)

(Extract.) *Paris, December* 16, 1860.

IN reply to your Lordship's despatch of the 5th instant, instructing me to inform you whether in my opinion the question of the revision of the navigation laws of France can be renewed at this moment with any prospect of success, I have the honour to state that I do not consider that any advantage would arise by now pressing the French Government on the subject. Her Majesty's Government would certainly not obtain a satisfactory answer at the present moment. On the other hand, I am disposed to hope that when the commercial benefits of the Treaty of the 23rd January shall become patent, and, indeed, in order that those benefits may be greater than they are now, the mercantile world will themselves see the necessity for the revision of these laws. There is already a movement in this direction, and your Lordship may be sure that it will be availed of by the Emperor and by his enlightened Minister of Commerce, M. Rouher, when the proper moment shall arrive.

Your Lordship may be certain that I shall not lose sight of this important question, in which I conceive time to be our best auxiliary.

No. 53.

Earl Cowley to Lord J. Russell.—(Received January 15.)

(Extract.) *Paris, January* 14, 1861.

MR. HAMMOND'S letter written by your Lordship's direction for the purpose of introducing Mr. Lindsay to me, was soon followed by the arrival of that gentleman. On visiting me he expressed a desire to have an audience of the Emperor, and I took measures to let His Majesty know Mr. Lindsay's wishes, stating at the same time that Mr. Lindsay took a great interest in questions relating to the navigation laws.

The Emperor desired me in reply to accompany Mr. Lindsay to the Tuileries on Thursday last, and a conversation was soon begun upon the important point of the revision of the maritime laws of this country. His Majesty, who commenced by stating that he was himself in favour of alterations, seemed to think that the time was not yet arrived when it could be attempted, but he was evidently very much struck by some of the statistical details furnished by Mr. Lindsay, and he at once undertook to examine with the Minister of Commerce whether a first step to amelioration might not be made by adopting Mr. Lindsay's suggestion of assimilating vessels carrying on the trade between the British Colonies and France to those engaged in the direct trade between the mother-countries. His Majesty desired Mr. Lindsay to place the arguments which he had used, and the statistical details which he had furnished, in the shape of a letter to His Majesty,

and in inclosing, at that gentleman's request, a copy of this letter, for your Lordship's information, I am relieved from the necessity of attempting to condense his eloquent appeal to the Emperor, to which I feel I should not have done justice.

Inclosure in No. 53.

Mr. Lindsay to His Majesty the Emperor of the French.

Sire, *Paris, January* 10, 1861.

IN accordance with your Majesty's desire, expressed at the interview with which you honoured me this morning, I may here recapitulate the facts which I then brought under your notice.

In the early part of last session of Parliament I brought under the consideration of the House of Commons the following resolution :—

"That an humble Address be presented to Her Majesty praying that she may be graciously pleased to enter into negotiations with the Emperor of the French with the view of making a Treaty for the reciprocal abrogation of all discriminating duties levied upon the vessels and their cargoes of either of the two nations in the ports of the other, and for procuring such alterations in the navigation laws of France as may tend to facilitate the commercial intercourse and strengthen the friendly relations between England and France."

That resolution received the unanimous approval of both Houses of Parliament, and was submitted for your Majesty's consideration through his Excellency Earl Cowley, in the usual form. Having had occasion to visit Paris, I, in casual conversation with his Lordship, inquired if he thought that it would be agreeable to your Majesty to see me in relation to that resolution, and to the maritime commerce of France; and I have to thank you very cordially for the ready and prompt reception your Majesty was pleased to give me. As you are aware, Sire, the navigation laws of France may be divided, so far as England is concerned, into five distinct heads :—

1st. The coasting trade, which is confined entirely to French ships, all other vessels entering it being, I believe, liable, with their cargoes to confiscation, with the exception of Spanish vessels employed on a particular branch of that trade.

2ndly. The colonial trade, that is, the trade between the Colonies and possessions of France and the mother-country, which is also confined entirely to the ships of France.

3rdly. The foreign trade, as, for instance, the trade between France and America, or between France and the Brazils, and other foreign countries which is confined to the ships of France, and those of the respective nations with which France has entered into Treaties of Reciprocity.

4thly. The direct trade with England, which comprises commerce carried on between the ports of Great Britain and the ports of France. This trade is confined to the vessels of England France, and the ships of the respective countries are, with some slight exceptions, placed on the same footing in the ports of either country.

5thly. The direct trade between France and the Colonies and possessions of Great Britain, which practically is confined to the ships of France, as the differential duties, to which I shall hereafter refer, on nearly every article of produce are so high as against English ships that they are prevented from entering the trade.

Now it is a remarkable fact that, in those branches of trade where French shipping is placed in competition with the shipping of other nations, it is making more progress than in those branches of trade where it is protected at an enormous cost to the people of France. Indeed, the French shipping employed in those carefully protected branches of commerce has, as appears by the Returns, in some instances actually declined. But this state of things is not confined merely to the shipping of France. It has been so throughout all time and with all nations. I will endeavour to illustrate this to your Majesty by a reference from our official Returns to the progress of shipping belonging to to my own country. Going as far back as 1720, I find that there cleared outwards, from the ports of Great Britain, 430,000 tons of British shipping.

In 1810 the clearances amounted to 1,600,000 tons.

Ten years afterwards, in 1820, they had only increased to 1,670,000 tons; but, in 1850, they had reached 4,700,000 tons.

But that increase, however great, is small when compared with the increase which took place when Great Britain, in 1850, swept away the last remnants of her navigation laws, and threw open her ports unreservedly to the ships of the world. In 1858 the clearances of British ships outwards employed in the over-sea trade, to which these Returns alone have reference, reached 6,400,000 tons.

Thus it appears that in ninety years of the closest protection, when we guarded our ships with the most unusual care, and protected them in every branch of our trade, to the detriment of our revenue, and by increased taxation upon the people, our shipping increased only 1,170,000 tons; whereas, in thirty years of partial free trade, during which we entered into Treaties of Reciprocity with almost every nation, our shipping increased 3,000,000 tons; and in eight years of perfect free trade, that is from 1850, when our navigation laws were entirely repealed, our shipping increased 1,740,000 tons, or, in round numbers, 600,000 tons more than it increased in ninety years of the closest protection. But it may be well to compare the relative progress of French and British shipping. By comparing the tonnage owned by the respective countries, in 1838 and 1858, your Majesty will find that, in the last twenty years, France has increased her sailing-vessels by 370,000 tons, and her steam-ships by 50,000 tons. But England, during the same period, has increased her sailing-vessels by no less than 2,800,000 tons, and her steam-ships by 400,000 tons. Thus the shipowners of England, who are left to depend upon their own energies and their own resources, are moving onwards at a rate eight times greater than that of the shipowners of France, who, by means of protection, are taught to depend upon the State instead of upon themselves, and upon the vast natural resources which their country affords. It is a mistake to suppose, as many persons do, that France has not facilities for carrying on a great maritime commerce. Her seaboard is almost as great as our own; she has no less than 150 leagues of coast in the channel, 130 leagues on the Atlantic, and 90 leagues of coast on the Mediterranean. Along her seaboard there are many fine harbours, some of them easy of access, and at points convenient to the great markets of the world. I need hardly mention the position of Havre as affording great facilities for carrying on a large commerce with the United States and the Continent of America generally, nor that of Marseilles, in its contiguity with India and the vast commerce of the East. But allow me to direct your Majesty's attention to a remarkable contrast which may be drawn between two great branches of the trade of your own dominions. While your shipping is comparatively at a standstill, your special commerce is increasing with a rapidity which is truly surprising, for I find that in ten years, from 1827 to 1836, the increase was 10,000,000 francs; from 1837 to 1846, 15,000,000 francs; but from 1847 to 1856 the increase was no less than 22,000,000 francs in that particular branch of commerce, which is confined entirely to the produce and manufactures of France. To carry on this great and rapidly increasing trade your Majesty is obliged to depend very materially upon the shipping of other countries; for I find that, in 1858, while the total entries at French ports amounted to 4,162,000 tons, no less than 2,550,000 tons consisted of foreign shipping.

It is hardly possible to conceive the amount of money which the people of France are annually paying in, as it appears, a vain attempt to encourage the shipping. I use the word "vain" because it is clear, if the experience of other nations, or the experience of your own nation is of any value, that all the money which is paid to "encourage shipping" is actually lost, for French ships with all this protection do not increase at the same rate as other nations, or at the same ratio in the branches of your own trade where they are guarded with unusual care as they do in those branches where they are thrown into competition with the shipping of other countries. It would be impossible to ascertain the loss which the people of France annually sustain, directly and indirectly through the operation of its navigation laws. I have, however, analysed it in one small branch of trade. In 1858 there cleared from the Island of Mauritius 180,000 tons of shipping. The trade which that island carries on with France is through the operation of the differential duties confined to the vessels of France. In a word they have a monopoly of it; now analysing the commercial circulars issued at that island, I find that the difference of freight paid at the Mauritius to French ships for "a market," or for the ports of France over and above what English ships were obtaining for the ports of Great Britain, amounted in that year to no less than 300,000*l.* sterling. Thus the people of France paid a far greater amount for their sugar than the people of England paid for a similar quantity.

I have mentioned to your Majesty the differential duties which are still in force, but are in practice unproductive to the revenue, for as you will see by the following scale, they are so great that merchants are prohibited from shipping in any other than French bottoms. For instance, sugar pays a duty of 68s. per 100 kilogrammes if imported in French vessels, but 84*s.* if in English, from any of our Colonies and possessions. Coffee in French ships is charged 48*s.* per 100 kilogrammes, and 84*s.* if in English vessels. Tobacco if imported in French ships pays 4*s.* per kilogramme, but double that duty is imported in English vessels. Other articles the produce of our Eastern possessions are taxed in somewhat similar proportions, so that your Majesty will see that your merchants

and manufacturers are thus practically prohibited from using any other than French vessels to convey whatever produce they may require from the Colonies and possessions of Great Britain.

Your Majesty has just concluded a Treaty of Commerce with England, which I feel certain will do much to benefit the people of Great Britain and of France, will develop the trades of the respective countries to a far greater extent that many suppose, and will above all tend to strengthen the friendly relations now happily existing between the Governments of the two countries, and which I most sincerely trust may long continue. But that Treaty will be seriously clogged in its operations unless there is a change in the navigation laws of France. I will endeavour to show how.

The produce and manufacture of France will not in all cases either be paid for in coin or by the produce and manufactures of Great Britain, but will in many instances be paid for by the produce of India, Australia, and Canada. Yet by the French navigation laws, that produce which your own people require cannot be imported into France in the ships belonging to those very parties who buy the produce and the manufactures of France. No nation, as your Majesty is well aware, can produce all that is necessary to employ, to feed, and to clothe her own people. All nations must to a greater or less extent depend upon other countries for those necessary articles of existence. France, to keep her people employed, must have the wools of Australia, and various descriptions of raw materials which India alone affords, or produces in greater abundance, and at lower prices than other countries. Yet the navigation laws of France step in and say that those articles which are required for the very existence of the people of France cannot be imported in the ships of the parent country whose possessions produce them. But India, as your Majesty is aware, has within the last two years become virtually since the abolition of the Charter of the East India Company, an integral part of the British Empire; and therefore I trust your Majesty will see the justice as well as the policy of at least placing the shipping of England and France engaged in that trade on the same footing as they have been for many years in the trade between those two countries. Such a change would entail no loss of revenue, nor would it, I conceive, require more than your Majesty's Decree to effect.

For if a Decree has the effect of admitting corn or jute on the same terms in the vessels of England or of France, it will have a like effect in admitting any other article produced in the Colonies or possessions of England. But, the change, in my humble judgment, is indeed necessary on even more urgent grounds than the development of the Commercial Treaty which has recently been concluded. The shipping of the world has just past through an ordeal of great depression. The losses which shipowners of all countries have sustained during the last four years have been so great, that capital has to a considerable extent ceased to flow in that direction, so much so that by Returns now before me, I find that the tonnage built during the year 1860 in the United States, in Canada, in New Brunswick, in Norway, in England. and in other great producing countries falls far short of what it was either in 1859, or in any one of the previous years of depression. But on the other hand, the general commerce of the world has during that period increased enormously. For instance, by our Board of Trade returns, the imports of cotton into Great Britain, which amounted to about 8,000,000 cwt. in the eleven months ending November 30, 1859, exceeded 10,000,000 cwts. in the eleven months ending November 30, 1860.

I need not call your Majesty's attention to the vast increase in the imports of grain, or to the remarkable increase in the exports of manufactures, or to the greatly extended consumption of coal at remote stations. In a word, while the bulky articles which require ships for their conveyance to distant parts of the world have enormously increased, the shipping of the world has been comparatively stationary during the past year, and the many losses and disasters at sea during 1860 have tended materially to diminish the already scanty supply of shipping necessary to conduct the over-sea trade of the world. All this will without doubt right itself in time, but it will take one year, if not two years, to do so. In the meantime it might so happen that the artizans of France may be thrown out of employment for the want of French ships to bring to them those raw materials necessary to keep them employed; or what will amount to nearly the same, the increased cost to the manufacturer of the raw material, through the laws of France compelling him to bring it in her ships, might be so great that he would be unable to compete in price with his rivals in other countries, and consequently be obliged to close his mills or his workshops, as the case might be, for want of remunerative employment.

Might I therefore venture to impress upon your Majesty the desirability, I may even say the necessity, of placing the carrying trade between France and the possessions of Great Britain on the same footing as it now exists between the mother-countries. Your

people would be immense gainers by this change, and your shipowners would not suffer, for independent altogether of the facts which I have stated in regard to the advantages which they as carriers derive above all others from the policy of free trade, there will be for the next twelve months at least ample employment for the shipping of all nations. I cannot close this, I fear too lengthy a letter, without calling to your Majesty's attention a remarkable instance of the injury which even the shipowners of that great maritime country, the United States, sustain by protection. While in 1856, 1857, and 1858, the tonnage owned in England increased 335,000 tons, the tonnage of America in those same years actually decreased 67,000 tons.

In a recent visit which I made to that country, I did not fail in the many opportunities afforded to me to impress upon its shipowners that they were more interested in the removal of all barriers to free intercourse than any other class of the community; for as those barriers which they still maintain along their coast retard their commerce, and consequently limit the exchange of the different articles produced in the various districts, the employment of their vessels must necessarily be more curtailed than it would otherwise be if greater facilities were afforded for the transmission of those articles which one district produces in greater abundance than another.

To those maritime questions I have long devoted my attention, and I have often been struck at the circuitous course which ships, by the laws which nations have adopted, have been obliged to follow. The ocean was meant to be free to mankind, but one nation by its laws dictates the course which the ships of other nations must follow; another nation, by way of retaliation, lays down the only course which it will allow its competitors to adopt. Thus we see ships, for instance, allowed to follow one track with cargo, but compelled to return by the same track in ballast. We see the wool which your own people require, instead of being imported as it ought to be direct from Australia to the ports of France, sent, by the navigation laws of France, to the ports of England, and from thence imported at greatly enhanced prices to the consumers. It is the same with the produce of India. Those lines of steamers belonging to England, which run weekly from Calcutta and Bombay and all the great ports of the East to Great Britain, passing Marseilles and the other sea-ports of France, are not allowed to land for the use of its people the very articles of which they may be in urgent want. All experience has proved that while those restrictions do great injury to the commerce of all nations, they inflict the largest amount of injury upon the people of the nation that imposes them.

The feeble efforts of so humble an individual as myself may be of little avail in the removal of those pernicious restrictions, but I will never cease those efforts till the ocean which was meant for the use of mankind in general, is as free as the waves which roll over it, and the gale which hurries them along. And if your Majesty would grant me your powerful aid by making one step in the direction I have so imperfectly ventured to point out, I feel that other nations will follow the example of a Sovereign so enlightened and so exalted, and thus I may live to see the object I have so anxiously in view crowned with success.

I have, &c.
(Signed) W. S. LINDSAY.

No. 54.

M. Chateaurenard to Earl Russell.—(Received August 29.)

My Lord, *Londres, le 27 Août*, 1861.

VOTRE Excellence sait que le Traité de Navigation conclu le 26 Janvier, 1826, entre la France et la Grande Bretagne a stipulé l'égalité de traitement quant aux droits de tonnage et autres affectant le corps du bâtiment, pour les navires Français et Anglais faisant l'intercourse directe entre les ports des deux pays, et qu'il a été établi en France, par Ordonnance du 2 Juin, 1834, un droit spécial fixé à 1 franc par tonneau perçu sur le pavillon Anglais, pour compenser les charges dont la marine Française est grevée en Angleterre au profit des villes et corporations.

Ce régime laissant, toutefois, subsister une différence de traitement entre les navires Français et Anglais, par suite des exemptions accordées dans certains ports d'Angleterre aux navires qui y sont immatriculés, le Gouvernement Français avait proposé en 1849 au Gouvernement de la Reine d'affranchir réciproquement de tous droits de tonnage la navigation directe, sous pavillon national, entre les ports des deux pays, mais des considérations puissantes se sont opposées alors à ce que cette proposition fût accueillie.

Les onze années qui se sont écoulées depuis ont apporté des changements dans

l'état de choses invoqué alors par le Gouvernement de Sa Majesté Britannique comme motif de son refus. D'une part, les privilèges d'un certain nombre de corporations étant expirés et n'ayant pas été renouvelés, ceux de quelques autres ayant été rachetés déjà, il en résulte que l'abolition générale des charges locales de la navigation pourrait s'accomplir aujour'hui à des conditions beaucoup moins onéreuses pour l'échiquier. D'autre part, le développement que les Conventions récemment conclues entre la France et l'Angleterre sont destinées à donner aux relations maritimes et commerciales des deux pays, fait naître des intérêts d'un ordre supérieur devant lesquels des considérations purement fiscales peuvent dans une certaine mesure s'effacer.

En ce qui le concerne le Gouvernement de l'Empereur est disposé à lever tous les obstacles qui pourraient entraver l'application du régime libéral consacré pour ses échanges avec la Grande Bretagne, et n'hésiterait pas à faire le sacrifice des taxes de navigation perçues sur les navires Anglais venant directement des ports de la Grande Bretagne, si le Gouvernement de la Reine consentait, de son côté, à le suivre dans cette voie, en adoptant les mesures nécessaires pour la suppression des taxes analogues perçues en Angleterre sur les navires Français.

Je suis chargé, my Lord, de vous donner connaissance de ces dispositions, et je prie votre Excellence de vouloir bien me faire savoir en retour quelles sont celles du Gouvernement de la Reine à l'égard de cette ouverture.

J'ai, &c.
(Signé) CHATEAURENARD.

No. 55.

Mr. Hammond to Sir J. Emerson Tennent.

Sir, *Foreign Office, August* 29, 1861.

I AM directed by Earl Russell to transmit to you the accompanying copy of a note from the French Chargé d'Affaires at this Court* urging the propriety of reciprocally abolishing all tonnage dues for vessels sailing under the British and French flags, and trading between ports of France and the United Kingdom respectively; and I am to request that in laying this note before the Lords of the Committee of the Privy Council for Trade you will move their Lordships to take the same into their consideration, and to cause Earl Russell to be informed what reply they wish to be conveyed to M. Chateaurenard.

I am, &c.
(Signed) E. HAMMOND.

No. 56.

Earl Russell to M. Chateaurenard.

M. le Marquis, *Foreign Office, September* 2, 1861.

I HAVE the honour to acknowledge the receipt of your note of the 27th instant, in which you propose that arrangements shall be made between the Governments of Great Britain and France, in order reciprocally to abolish tonnage dues levied on vessels of both nations, and I beg to state that the matter in question shall be taken into the consideration of Her Majesty's Government without delay.

I am, &c.
(Signed) RUSSELL.

No. 57.

Sir J. Emerson Tennent to Mr. Hammond.—(Received October 5.)

Office of Committee of Privy Council for Trade,
Sir, *Whitehall, October* 5, 1861.

I AM directed by my Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th August last, transmitting by direction

* No. 54.

of Earl Russell a copy of a note from the French Chargé d'Affaires at this Court representing the desire of the French Government to conclude arrangements with Her Majesty's Government for the reciprocal abolition of the various dues at present levied in the ports of Great Britain and France respectively upon British and French vessels trading between the two countries.

In reply to Lord Russell's request to be furnished with the opinion of this Board upon the subject of the proposal contained in M. de Chateaurenard's note, I am directed to request that you will call the attention of his Lordship to the correspondence which has taken place at various periods between the Foreign Office and the Board of Trade upon the previous occasions on which this question has been raised, and which correspondence has been printed by the Foreign Office for the confidential use of Her Majesty's Government.

My Lords are not aware that any circumstances have since arisen which should induce them to alter the views which they have already at various times expressed to the Foreign Office upon this subject, and it appears to their Lordships that the difference of opinion prevailing in the two countries as to what constitutes reciprocity has led to the renewed proposal of the French Government.

The principle upon which that proposal is based seems to have reference rather to the amount of the charges levied on shipping in the two countries respectively than to the circumstances under which the vessels of the two countries respectively are made subject to those charges. Whilst the practice of the French Government has been to tax British vessels engaged in the trades referred to in the Treaty of 1826 in French ports at amounts supposed to be as nearly as possible equivalent to those paid by French vessels in British ports, the simpler principle has been maintained in the United Kingdom of granting to French ships trading with this country under the provisions of that Treaty, the same treatment as that accorded to British vessels whatever that treatment may be.

The stipulations upon this point of the Treaty of 1826 between Great Britain and France providing that the vessels of each country engaged in the direct trade should receive national treatment in the ports of the other so far as regards the local shipping dues levied in British ports and the French tonnage duty have been strictly observed on both sides, and the incidence of the dues charged under those circumstances has been precisely similar in both countries, so that in each instance a purely national treatment has been accorded as far as the direct trade is concerned.

As regards the local privileges and exemptions enjoyed by the freemen of certain ports, and also accorded to vessels registered at various ports in this country, alluded to in M. de Chateaurenard's note, I have to request you to call the attention of Lord Russell to the remarks contained in (amongst many others) the letter from this Department to the Foreign Office of the 29th January, 1853, and the justice of which has been confirmed by the results of the investigations of the Commissioners on local charges on shipping, who were appointed to inquire into this matter (see Report of Commissioners on local charges on shipping, p. 15, and Appendix C, No. 2, 1854, England; Appendix B, No. 2, Scotland; and Appendix B, No. 2, Ireland, 1855).

It is undoubtedly correct, as stated by M. de Chateaurenard, that many English local charges and exemptions have since been or are in the course of being abolished, and that the rights of freemen are in process of gradual extinction, whilst the exemptions under local Acts have been extinguished whenever local corporations have applied to Parliament for new powers; and my Lords would observe that since the recent Treaty with France has come into force, the amounts of local dues have been the same on a British as on a French ship, in the indirect as well as in the direct trade. The town dues of Liverpool, Bristol, and other places previously employed for municipal purposes have been applied specially to the improvement of navigation and the direct benefit of shipping; in addition to which an Act of last Session enables the corporations of maritime towns to apply their dues to the same objects as had already been done in Bristol and some other places.

The passing tolls will cease to be levied at the termination of the present year. The application hitherto to charitable purposes of dues levied by the Trinity House of London has almost ceased, and an Act of the last Session of Parliament, putting an end to similar taxes at the outports, will shortly come into operation. French shipping will enjoy equally with our own the benefit of all these reforms.

It is scarcely necessary to call to mind that it has for some time past been the policy of Her Majesty's Government to extinguish, whenever possible, exemptions and taxes of the above description which press on British as well as on French shipping, and the measures already adopted in this respect will show how earnest have been the endeavours

of Her Majesty's Government to secure every possible advantage to the general interests of navigation, and the direct application to its benefit of the taxes imposed upon it.

The local charges for the services of pilots, and for the accommodation of docks and harbours, do not seem to call for any observations from my Lords.

With regard, however, to the light dues, I am desired to observe that these dues, which correspond with the French tonnage tax, in so far as they are levied by a central authority for a general purpose, differ from the latter tax in the object to which they are applied, as they are in the nature of dues charged for services actually rendered, and are employed solely for the benefit of the vessels by which they are paid; and although no special charge is made for the French lighthouse service, it may be remarked that whilst from the different nature of the coast the English light service is necessarily far more costly than the French, the average charge per ton for light dues in this country does not amount to more than 4*d.* or 5*d.*, whilst the French tonnage duty levied on the most privileged class of British vessels, namely, those engaged in the direct trade, amounts to 1 franc per ton, in addition to some slight additional charges for receipts and clearances.

It is true that as regards the indirect trade French vessels are still compelled to pay in the ports of this country higher light dues than would be levied under similar circumstances upon British vessels engaged in the same trade, but this inequality will speedily expire, and, in common with every other existing differential duty now levied on French vessels, will be discontinued after the 1st of January next, when the Harbours and Passing Tolls Act of last session will come into operation; and my Lords would observe that nothing can evince more clearly than this measure the liberal disposition entertained by Her Majesty's Government and the British Parliament in regard to the shipping of foreign countries.

My Lords regret that at the same time no corresponding measures have been yet adopted by the French Government to accord to British vessels, in this respect, an equally liberal treatment, and to relieve them from the onerous and excessive differential duty now levied on them. This duty, which in the indirect trade amounts to 1 franc per ton on the French vessel, amounts in the case of a British vessel to 3 francs 75 centimes per ton; and the unfavourable position in which a British vessel is thus placed as contrasted with a French vessel has frequently been justly and strenuously appealed against by the shipping interests of this country.

I am directed, in conclusion, to request that you will suggest to Earl Russell that in expressing to the French Government the regret of Her Majesty's Government that the proposal contained in M. de Chateaurenard's note is one to which, in its present shape, circumstances put it out of their power to accede; that Government should be made acquainted with all the measures recently adopted in Parliament at the suggestion of Her Majesty's Government for the benefit of shipping, and to which my Lords have above alluded; and that attention should also be called to the circumstance that in no case has the French flag been excepted from the fullest share of the advantges which may accrue from those measures.

Whilst it has been the special object of the recent Legislation of this country to remove every disadvantage under which foreign ships may have laboured in British ports as compared with national vessels, my Lords would gladly recognize every effort on the part of the French Government to pursue a similar course, and by extending in all respects to British shipping the same treatment as is accorded to French vessels, to remove the obstacles which now impede the extension of the trade between the two countries, and thus to destroy the anomaly which must continue to exist so long as the sound economical principles which have been adopted by the Government of France with regard to commerce are not equally applied by them to the interests of navigation.

I have, &c.

(Signed) J. EMERSON TENNENT.

No. 58.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, October* 30, 1861.

I TRANSMIT to your Excellency herewith a copy of a letter from M. Chateaurenard,* expressing the desire of the French Government to carry out arrangements with Her Majesty's Government for the reciprocal abolition of the various dues now levied in

* No. 54.

the ports of Great Britain and France respectively upon British and French vessels trading between the two countries.

I also transmit to your Excellency a copy of a letter from the Board of Trade,* in reply to a reference which I caused to be addressed to that Department on this subject. Your Excellency will find fully stated, in this communication, the reasons for which the Board of Trade consider that the application of the French Government cannot be complied with; and I have to instruct your Excellency to embody, in a note to the French Government, the observations and arguments of the Board of Trade letter; and in expressing to the French Government the regret of Her Majesty's Government that the proposal contained in M. Chateaurenard's note is one to which, in its present shape, circumstances put it out of their power to accede, your Excellency will not fail to point out to the French Government the various measures recently adopted by Parliament for the benefit of shipping, and to which the Board of Trade letter makes reference; and their attention should, at the same time, be called to the circumstance that in no case has the French flag been excepted from the fullest share of the advantages which may accrue from those measures.

I am, &c.
(Signed) RUSSELL.

No. 59.

Mr. Booth to Mr. Hammond.—(Received November 22.)

Office of Committee of Privy Council for Trade,
Sir, *Whitehall, November* 21, 1861.

I AM directed by the Lords of the Committee of Privy Council for Trade to request that you will lay before Earl Russell the inclosed copy of a Memorial which has been received from the Montrose Shipowners' Association urging the necessity of renewing negotiations with the French Government with the view to obtain reciprocity in matters connected with shipping.

I have, &c.
(Signed) JAMES BOOTH.

Inclosure in No. 59.

Petition of the Montrose Shipowners' Association.

To the Right Honourable the Commissioners of Privy Council for Trade.

The Petition of the Montrose Shipowners' Association,

Humbly sheweth,

THAT the mercantile marine of Great Britain has ever since the repeal of the Navigation Laws laboured under great disadvantages in consequence of the refusal of several foreign Governments to act on the principle of reciprocity.

That Her Majesty's Government has repeatedly admitted the injustice inflicted on the British shipowner in this respect, and promised to make representations to non-reciprocating States on the subject.

That in particular the House of Commons on the 29th March, 1860, unanimously passed the following Resolution:—

"That an humble Address be presented to Her Majesty praying she may be graciously pleased to enter into negotiations with the Emperor of the French with the view of making a Treaty for the reciprocal abrogation of all discriminating duties levied on the vessels and their cargoes of either of the two nations in the ports of the other, and for procuring such alterations in the Navigation Laws of France as may tend to facilitate the commercial and strengthen the friendly relations between England and France."

That although Her Majesty's Government in responding to that Resolution empowered Lord Cowley to negotiate with the French Government, no Maritime Treaty has yet been concluded between the two nations, nor are your memorialists aware that any progress has been made with these negotiations.

That your petitioners, considering that the Commercial Treaty with France is now in operation, and is incomplete without the addition of a Maritime Treaty, deem the

* No. 57.

present an exceedingly favourable time to urge upon your Honourable Board the necessity of making a renewed effort to obtain reciprocity in France.

That the Emperor of the French has already indicated in various directions a policy favourable to the principle referred to, and your memorialists therefore venture to hope that another session of Parliament will not be allowed to pass without this measure of justice being secured for an interest which is of such vital importance, whether considered in a commercial or national sense.

That your petitioners are desirous also to express to your Honourable Board their regret that so little has hitherto been done to give effect to the Report of the Committe on Merchant Shipping. While they cheerfully acknowledge the increased prominence give recently to shipping questions by Her Majesty's Government, and accept the Bill o passing tolls and the application of the surplus of the Mercantile Marine Fund to the reduction of light dues, as a pledge for the future, they confidently expect that measures will, without loss of time, be prepared to carry the other, and incomparably more important, recommendations contained in the Committee's Report—such as the abolition of marine policy duty and limitation of the liability of shipowners under the Passenger Act.

And your petitioners as in duty bound will ever pray.

(Signed) WILLIAM MITCHELL, *Chairman.*

Montrose, November 6, 1861.

No. 60.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, November* 30, 1861.

I INCLOSE for your Excellency's information, a copy of a Memorial which has been presented to the Board of Trade by the Montrose Shipowners Association,* urging the necessity of renewing negotiations with the French Government, with a view to obtain reciprocity in matters connected with shipping.

I am, &c.

(Signed) RUSSELL.

No. 61.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, April* 9, 1862.

IN my despatch of the 20th of February, 1860, your Excellency was instructed to call the attention of the French Government to the serious injury inflicted upon British shipping interests by the differential duties levied in French ports, and which, as regards the trade in raw cotton between the United States and France, has the effect of excluding British shipping from competition, the trade in question being carried on almost entirely in ships of the United States.

From the inclosed copy of a further Memorial from the Liverpool Shipowners' Association, it appears that the communications which your Excellency reported on the 5th of June, 1860, that you had had with the Emperor and various members of his Government on this subject have as yet had no material result; and I have accordingly to instruct your Excellency again to place yourself in communication with the French Government upon this subject, with the object of obtaining an alteration in the system complained of.

I am, &c.

(Signed) RUSSELL.

Inclosure 1 in No. 61.

The Chairman of the Liverpool Shipowners' Association to Mr. Horsfall, M.P.

Dear Sir, *Shipowners' Association, Liverpool, March* 27, 1862.

I BEG to hand you a Memorial from the Shipowners' Association to the Foreign Secretary, reminding him of what passed at an interview with him and the President of

* No. 59.

the Board of Trade, about two years ago, on the subject of the French differential duties, as excluding our ships entirely from the carrying between America and France; and requesting that the Government will make an effort to bring about the abolition of these duties. We point out particularly that these duties do no good to French shipping, inasmuch as it is not engaged in the trade; that they therefore give a monopoly to the Americans, and thus do a great injury to the French manufacturers and the nation generally.

I hope the terms of the Memorial will meet your approval.

Perhaps our Government may see an extra inducement to move in this matter, in the fact that the opening of the trade in question would give an increased stimulus to our mercantile marine, on which, by means of the Royal Naval Reserve, they seem much inclined to rely for the maintenance of our Royal Navy.

I remain, &c.

(Signed) FRANCIS A. CLINT.

Inclosure 2 in No. 61.

Memorial of the Liverpool Shipowners' Association.

To the Right Honourable Earl Russell, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs.

The Memorial of the Liverpool Shipowners' Association,

Sheweth,

THAT in the month of February 1860, a Deputation from your memorialists had an interview with your Lordship, and with the Right Honourable the President of the Board of Trade, on the subject of the differential duties levied in France on produce imported into that country.

The Deputation referred especially to the carrying trade of cotton between America and France, and showed that as France had no ships engaged therein, but levied differential duties on all cargoes other than those imported in French and American vessels, this trade had become entirely confined to American shipping to the exclusion of the ships of all other nations, except of France.

That the representations of the Deputation were acknowledged to be just, and your Lordship and the President of the Board of Trade promised to use every effort to obtain such concession from the French Government as would enable all the ships of the world to enter the trade on equal terms.

That some reduction was afterwards made in the differential duty on the raw material of cotton, and that M. Rouher (the French Minister) gave as a reason for recommending such a reduction that a differential duty on such material was of no benefit to France, as her shipping did not embark in the American cotton carrying trade.

That notwithstanding the above reduction these duties are still sufficiently large to practically exclude all the ships of the world except of America from participating in such trade.

That by the abolition of differential duties on cotton and other raw material of manufacture when imported direct from the place of production to France, your memorialists and all other British shipowners will be enabled to participate in a large and important trade which in the article of cotton alone has lately amounted to 500,000 bales annually, a quantity sufficient to employ about 160,000 tons of shipping, and that such an alteration would confer a great benefit on the French manufacturers by enabling them to get their raw material at the cheapest possible rate.

Your memorialists, in approaching your Lordship again on a subject so important to their interests, venture to hope that your Lordship will bring the matter before the French Government, with a view to the abolition of these differential dues, bearing in mind the important fact that the present system confers no benefit on the French shipowners, gives the Americans a monopoly of the carrying trade of cotton, and thus operates very injuriously to the French manufacturers and French nation.

(Signed) FRANCIS A. CLINT, *Chairman.*

No. 62.

Earl Cowley to Earl Russell.—(Received May 3.)

My Lord, *Paris, May 2, 1862.*

I HAVE the honour to inclose herewith to your Lordship, extracted from the "Moniteur" of this day, a Report from the Minister of Commerce, &c., respecting the different systems which have been applied in France in regard to the merchant marine service, with the view of provoking an inquiry, which has been approved by the Emperor.

I have, &c.

(Signed) COWLEY.

Inclosure in No. 62.

Report of the Minister of Commerce to the Emperor.

Sire, *Paris, le 4 Mai, 1862.*

LA réforme économique inaugurée par le Traité de Commerce du Janvier 1860 a été suivie de certaines modifications dans la législation qui régit notre marine marchande. Ainsi les Lois des 5 et 23 Mai de la même année, les Décrets des 16 Janvier et 24 Juin, 1861, concernant l'une, le tarif des matières premières, et les autres le tarif des principales denrées coloniales, ont, comme j'expliquerai plus tard, apporté un changement notable dans l'assiette des droits différentiels et des surtaxes de navigation. Enfin le Loi du 3 Juillet de la même année a prononcé l'émancipation commerciale de nos Colonies. Ces mesures ont été l'objet de critiques plus ou moins vives de la part des Chambres de Commerce des principaux ports de l'Empire : les unes ont vu là un grave préjudice aux intérêts qu'elles représentent ; les autres, moins absolues, ont admis que la réforme économique devait atteindre la marine marchande comme toutes les autres industries du pays, et elles ont demandé qu'on examinât la situation de cette industrie, et qu'on recherchât les moyens de lui venir en aide. Toutes ont été d'accord sur la nécessité de recourir à une enquête complète, où toutes les opinions pourraient librement se produire.

Avant de faire connaître à votre Majesté l'accueil qu'il me paraît convenable de faire à ces vœux, je demande à l'Empereur la permission de retracer ici succinctement l'historiques des divers régimes successivement appliqués en France à la marine marchande.

I. Avant la révolution de 1789, la marine étrangère ne rencontrait dans les ports Français aucune entrave absolue. Pendant plus d'un siècle (1640 jusqu'à 1740 et 1765) les navires étrangers faisant l'intercourse et le cabotage ne furent soumis qu'à un simple droit de tonnage de 50 sous par tonneau, dont la Hollande fut, d'ailleurs, affranchie à la Paix d'Utrecht. Deux Edits, l'un de 1740, l'autre de 1765, élevèrent le droit applicable dans nos ports aux bâtiments étrangers à 5 francs par tonneau pour la navigation internationale, et à 10 francs pour le cabotage. Mais la nouvelle taxe de 5 francs pas plus que celle qui l'avait précédée, ne resta intacte, et la concession faite à la Hollande fut successivement étendue aux Villes Hanséatiques, au Danemark, à la Suède, et à l'Angleterre ; le cabotage seul, pour les navires étrangers qui voulaient s'y livrer, resta soumis au droit de 10 francs. Quant au pavillon Espagnol, il jouissait en France, en vertu du Traité connu sous le nom de "Pacte de Famille," des avantages réservés au pavillon Français. Aux époques que je viens d'indiquer, les instruments de transport, c'est-à-dire, les bâtiments de mer, étaient admissibles aux conditions suivantes :—

Bâtiments neufs, 2 livres 10 sous la pièce (tarif de 1664) ; ce droit fut porté à 5 pour cent par un Ordre du Conseil du 7 Octobre, 1713, et supprimé le 22 Mars, 1779, par une décision du Conseil qui exempta les bâtiments de mer de tous droits de traite à l'entrée du royaume.

Quant aux bâtiments vieux, ils étaient admis, dès 1664, en franchise complète, mais à charge d'être dépecés dans les ports d'arrivée.

On voit qu'à cette époque, surtout si on la compare à la nôtre, le régime de la marine marchande en France, au moins en ce qui concernait la concurrence des marines étrangères à l'entrée dans nos ports, était très-libéral.

Mais à la sortie des bâtiments il existait, dans certaines provinces, des restrictions souvent très-gênantes pour la marine étrangère. J'en citerai un exemple :—Dans la province de Guyenne, les vins expédiés à l'étranger devaient acquitter à Bordeaux une taxe de 17 livres par tonneau lorsqu'ils étaient chargés sur navires Français, et de 50 livres également par tonneau quand le navire était étranger.

Il ne faut pas oublier d'ailleurs qu'alors la France possédait de nombreuses Colonies riches et prospères, dont le commerce était exclusivement réservé à la mère-patrie. En

effet, un Réglement Royal du 10 Juin, 1670, faisait défense aux bâtiments étrangers d'aborder dans les ports des Colonies Françaises, sous peine de confiscation. Les Colonies n'avaient la faculté de vendre leurs produits à l'étranger qu'à la condition de les transporter sur navires Français. Un Arrêt du Conseil du 24 Juillet, 1708, leur retira même cette faculté, et une Ordonnance du 26 Novembre, 1719, renouvela la défense de laisser arriver ni vaisseaux ni marchandises de l'étranger aux îles Françaises, et d'enlever le sucre ou autres produits. Ce régime restrictif fut maintenu jusqu'à l'Arrêt du 30 Août, 1784, qui, tout en maintenant le principe, y permet certaines dérogations.

Après la révolution de 1789, lorsque l'Assemblée Constituante s'occupa de l'unification du Tarif Français, elle s'inspira des principes de liberté qui dominaient. Dans le Tarif qu'elle promulgua le 15 Mars, 1791, aucune réserve n'était stipulée en faveur de la Marine Française, qui, dans la navigation internationale, était livrée à la libre concurrence des pavillons étrangers.

Ce régime ne fut pas de longue durée. Deux ans plus tard, le 1 Mars, 1793, la Convention annula tous les Traités d'Alliance et de Commerce conclus par la France avec les Puissances étrangères, et six mois après elle adopta (21 Septembre, 1793) la loi connue sous le nom d'Acte de Navigation, et dont voici les principales dispositions :—

1. Aucun bâtiment n'est réputé Français, et par conséquent n'a droit aux immunités et priviléges que cette qualité comporte, qu'autant qu'il a été construit en France ou dans une possession Française, qu'il est la propriété d'un Français, et que les officiers et les trois-quarts de l'équipage sont Français ;

2. Aucune denrée ou marchandise ne peut être importée que directement par navires Français ou appartenant au pays d'origine ;

3. Interdiction absolue aux bâtiments étrangers de transporter d'un de nos ports à un autre les denrées et productions de la France ou de ses Colonies.

Cet Acte, calqué sur l'Acte de Navigation adopté par l'Angleterre sous Cromwell en 1651, excluait le pavillon tiers des opérations maritimes de la France et maintenait d'une manière absolue l'interdiction aux navires étrangers du cabotage et de toute relation entre la France et ses Colonies.

Pendant les guerres de la Révolution et du premier Empire, ces mesures restèrent sans application possible, et les intérêts de nos manufactures et de notre commerce exigèrent de nombreuses dérogations en faveur des neutres au principe de l'importation directe et à celui qui défendait le cabotage aux étrangers.

Lors du rétablissement de la paix, notre matériel naval n'était pas suffisant pour répondre aux besoins qui se manifestaient, et la force des choses ne permit pas au Gouvernement de la Restauration de faire revivre dans toutes ses dispositions l'Acte du 21 Septembre, 1723.

Ainsi il renonça à interdire aux navires étrangers la faculté d'importer dans nos ports les produits du sol ou de l'industrie des tierces Puissances ; mais il réserva exclusivement le cabotage et la navigation coloniale aux navires Français, et maintient intacte la prohibition pour l'importation des bâtiments de mer étrangers, toutes les autres conditions relatives à la composition des équipages.

Sur les réclamations de nos armateurs, la Loi du 17 Décembre, 1814, frappa d'une surtaxe le transport sous pavillon étranger des denrées tropicales et des autres marchandises d'encombrement.

C'était le premier pas dans un systéme dont on devait bientôt exagérer les conséquences. En effet, moins de deux ans après, la Loi du 28 Avril, 1816, généralisa les surtaxes de pavillon, et, de plus, elle inaugura le régime des droits différentiels qui consistait à modérer la taxe d'entrée en raison de la distance que la marchandise devait parcourir pour arriver dans nos ports.

Voici, par exemple, quelle était, pour les sucres étrangers, l'échelle des droits différentiels à l'importation par navire Français :—

De l'Inde	..	..	60 francs les 100 kilogrammes.
D'ailleurs, hors d'Europe	..	..	70 „ „
Des entrepôts	..	..	75 „ „

Ainsi, dans la pensée des auteurs de la Loi du 1816, la provenance de l'Inde était favorisée, relativement aux autres pays hors d'Europe, par une prime de 10 francs le quintal, ou 100 francs la tonne, et relativement aux entrepôts par une prime de 15 ou 150 francs par tonne. Enfin, le pavillon étranger, de quelque pays qu'il vînt, devait acquitter un droit de 80 francs ; d'où il suit que le pavillon Français était protégé, pour la navigation la plus lointaine, par une surtaxe de 200 francs qui s'abaissait à 100 francs pour les autres provenances non-Européennes et à 50 francs, pour celles des entrepôts.

Quant aux surtaxes de navigation à l'égard des marchandises qui n'étaient pas frappées de droits différentiels, la Loi de 1816 les avait fixées ainsi qu'il suit :—

Jusqu'à 50 francs, du droit de douane, un dixième de ce droit ;

De 51 à 300 francs, un vingtième également du droit de douane.

Au delà de 300 francs, il n'y avait plus lieu à une surtaxe.

Enfin, la même loi prohibait d'une manière absolue l'importation par les frontières de terre des denrées tropicales et des marchandises de grand encombrement.

En dehors de ces taxes qui frappaient directement la marchandise, l'instrument de transport, c'est-à-dire, le bâtiment étranger, était soumis à un droit de tonnage de 3 francs 75 centimes par tonneau de jauge. Cette taxe n'était pas, d'ailleurs, de création récente, et, ainsi que je l'ai indiqué plus haut, elle se percevait sous l'ancienne Monarchie ; seulement la Loi du 27 Vendémiaire, an 2, l'avait augmentée de 50 pour cent (de 2 francs 50 centimes elle avait été portée à 3 francs 75 centimes).

Parmi les marchandises frappées de droits différentiels par la Loi du 28 Avril, 1816, se trouvait le coton qui devait acquitter les droits suivants :—

Par navires Français—			
Des Etats-Unis d'Amérique	20 francs	les 100	kilogrammes.
Des entrepôts	30 „	„	
Par navires étrangers	35 „	„	

Directement atteints par ces mesures restrictives, les Etats-Unis d'Amérique firent, dès 1820, des représentations énergiques au Gouvernement Français, qui ne crut pas devoir les accueillir. De là surgit une guerre de Tarifs qui se termina par le Traité du 24 Juin, 1822, lequel stipula de part et d'autre le traitement national pour les droits qui atteignent la coque du navire, ainsi que pour le transport direct des produits originaires du sol et de l'industrie des deux pays.

A la suite de ce Traité, qui avait inauguré le principe de la réciprocité dans la navigation directe, les armateurs Français prétendirent que l'ensemble de nos lois, les conditions imposées par les Règlements administratifs, le prix élevé des constructions navales, les plaçaient dans une situation désavantageuse en face de marines plus libres, plus fortes et moins coûteuses.

Le Gouvernement céda aux sollicitations de nos portes de mer, et résolut de procéder à une enquête.

Cette information fut suivie de certaines mesures législatives, telles que la modification de la jauge légale en vue de rapprocher notre formule de celle des principaux pays maritimes, l'abrogation de la taxe percue pour la prestation du serment voulu pour la francisation des navires, c'est-à-dire, pour l'acte qui fait du navire une propriété Française et lui donne les avantages inhérents à cette qualité. Quelques facilités de détail vinrent compléter ces mesures.

Cependant le Gouvernement ne s'était pas arrêté dans le systéme restrictif dont la Loi du 28 Avril, 1816, avait si énergiquement posé le principe.

Les Lois du 7 Juin, 1820, du 27 Juillet, 1822, et du 17 Mai, 1826, vinrent successivement renforcer ce régime.

Toutefois, en même temps qu'il cédait aux exigences des intérêts maritimes, le Gouvernement de la Restauration, qui avait été contraint par le Traité du 24 Juin, 1822, de reconnaître le principe de la réciprocité en matière de navigation, concluait avec l'Angleterre, le 26 Janvier, 1826, un Traité par lequel les deux pays se concédaient mutuellement le traitement national dans les relations directes.

Le Gouvernement de Juillet, qui d'abord s'était montré favorable aux idées libérales en matière économique, ne tarda pas, sous la pression des intérêts qui le dominaient, à revenir au système mis en pratique dès 1816. Les Lois de 2 Juillet, 1836, et 6 Mai, 1841, accordèrent de nouvelles faveurs à notre marine marchande. Elle obtint la remise du cinquième des droits pour les produits naturels, le sucre excepté, importés directement par navires Français des pays situés au delà des passages formés par les îles de la Sonde.

Quant au système des surtaxes et des droits différentiels, il fut plutôt renforcé qu'amoindri. Je citerai, entre autres marchandises, les graines oléagineuses, à l'égard desquelles la Loi du 9 Juin, 1845, établit de nouveaux droits différentiels et de nouvelles surtaxes de navigation.

Mais, d'un autre côté, le principe de la réciprocité dans la navigation directe gagnant chaque jour du terrain, de nouveaux Traités furent conclus en 1840 avec la Hollande, en 1842 avec le Danemark, en 1845 avec la Russie, et tous consacrèrent, de part et d'autre le traitement national. Le Traité avec la Hollande ne se borna pas à une stipulation purement maritime, il leva à l'importation par terre la prohibition édictée par l'Article 22 de la Loi du 28 Avril, 1816.

Aujourd'hui ces Traités sont au nombre de vingt-six.*

Ainsi le droit de tonnage a cessé d'être perçu sur les navires assimilés aux nôtres, ou, s'il existe encore dans une certaine proportion pour quelques-uns de ces pays, il n'est que l'équivalent de la taxe que leurs propres bâtiments payent chez eux et que nous supportons également. D'un autre côte, les surtaxes de navigation n'ont plus eu d'effet pour les produits du sol et de l'industrie des pays contractants, et, de plus, les marchandises d'entrepôt ont pu être importées par le navire de la Puissance, aux mêmes conditions que sous notre propre pavillon.

Toutefois, les Traités de Commerce, s'ils ont modifié la condition de nos rapports directs avec les pays auxquels nous avons concédé le traitement national, n'ont modifié en rien le principe des droits différentiels de provenance. Ainsi, par exemple, le navire Anglais qui importe directement de l'Inde ou de l'Amérique des sucres ou des cafés, dans les ports de l'Empire, est soumis à toutes les charges qui grèvent le navire étranger non assimilé au nôtre. La surtaxe de provenance a donc conservé son caractère restrictif, elle a été combinée de manière à exercer une action à peu près prohibitive. Dans beaucoup de cas, en effet, et surtout avant la réforme introduite dans notre législation maritime par les Lois des 5 et 23 Mai, 1860, la surtaxe de provenance était égale, si même elle ne dépassait la totalité du prix du fret.

L'exagération de ce système a été reconnue par les armateurs eux-mêmes qui, lors de la discussion des deux lois précitées, ont déclarée qu'une surtaxe de 30 ou 20 francs par tonneau de fret, selon que la marchandise est originaire des pays situés au delà ou en deça des Caps Horns et de Bonne-Espérance, était suffisante pour sauvegarder le pavillon Français.

Sans doute, l'exercice de l'industrie maritime est soumis à des chances fort diverses; quand on expédie un navire dans les contrées lointaines, on n'est pas toujours certain d'y trouver une cargaison de retour à des conditions favorables; essentiellement variables, car il dépend non-seulement de la quantité plus ou moins considérable des marchandises disponibles, mais encore de l'abondance ou de la rareté des instruments de transport, le fret peut subir de fortes variations pendant la traversée du navire, et changer complétement les conditions de l'opération telles qu'elles avaient été combinées par l'armateur au moment du départ de son navire. Il y a donc là des éventualités qui rendent les spéculations plus ou moins aventureuses.

Mais, loin d'affaiblir les chances aléatoires de nos opérations maritimes, les surtaxes de provenance ont rendu la situation plus difficile, car elles ont créé des conditions artificielles qui ont paralysé l'essor de notre marine.

La marchandise va toujours là où les occasions de placement sont les plus faciles. Or, comme le bénéfice de la surtaxe n'est acquis qu'aux seuls produits destinés à la consommation intérieure du pays, nos opérations maritimes devaient se borner à alimenter les besoins de la consommation, et ne pouvaient prendre une part active à ce grand mouvement commerciale dont l'Angleterre nous donne l'exemple depuis le rappel de ses lois de navigation. Notre commerce d'entrepôt est surtout alimenté par les marines étrangères.

Ainsi, il n'échappera pas à votre Majesté que les avantages concédés à notre marine, et qui étaient la conséquence du système de protection dont on voulait entourer toutes les industries du pays, ont été contre le but qu'on s'était proposé. Cette vérité s'est fait jour; on a compris qu'il fallait, avant tout, constituer de grands marchés en France, et que, pour y arriver, on devait admettre, dans une certaine mesure, l'intervention des pavillons étrangers non pas seulement pour les marchandises puisées dans les entrepôts, mais encore et surtout pour celles qui sont importées des pays de production.

De là est né un système dont les Lois des 5 et 23 Mai, 1860, ont fait l'essai et qui tend à faire disparaître l'échelonnement des droits différentiels, selon la distance que la marchandise devait parcourir.

Une grande simplification a déjà sur ce point été introduite, au moins pour les principales marchandises, dans notre législation douanière, qui, en principe, n'admet plus qu'une situation privilégiée pour le navire Français, à savoir, une modération de taxe lorsqu'il importe directement la marchandise du pays de production. Dans toute autre circonstance, le pavillon Français est traité comme le pavillon étranger.

* Espagne, 20 Juillet, 1814; Etats-Unis, 24 Juin, 1822; Brésil, 8 Janvier, 1826; Angleterre, 26 Janvier, 1826; Bolivie, 9 Décembre, 1834; Uruguay, 8 Avril, 1836; Mexique, 9 Mars, 1839; Nouvelle-Grenade, 13 Avril, 1840, et 15 Mai, 1856; Pays-Bas, 25 Juillet, 1840; Danemark, 9 Février, 1842; Venezuela, 25 Mars, 1843; Equateur, 6 Juin, 1843; Chili, 15 Septembre, 1846; Guatemala, 8 Mars, 1848; Costa Rica, 12 Mars, 1848; Royaume d'Italie, 5 Novembre, 1850; République Dominicaine, 8 Mai, 1852; Paraguay, 4 Mars, 1853; Portugal, 9 Mars, 1853; Honduras, 22 Février, 1856; Russie, 14 Juin, 1847; Salvador, 2 Janvier, 1858; Nicaragua, 11 Avril, 1859; Belgique, 1 Mai, 1861.

Parmi les causes de l'infériorité relative de notre marine marchande, on a souvent indiqué la cherté des instruments de transport. Plusieurs tentatives ont été faites pour améliorer, sous ce rapport, la condition de nos armements. Le Projet de Loi présenté à la Chambre des Députés le 31 Mars, 1847, contenait une disposition qui autorisait l'importation en franchise des matières premières nécessaires aux constructions navales. Cette proposition, quelque timide qu'elle fût, échoua devant la résistance du pouvoir législatif.

Quelques années plus tard, en 1855, alors que la guerre de Crimée avait fait naître des besoins que notre matériel naval ne pouvait satisfaire, le Gouvernement de votre Majesté, qui avait d'ailleurs fait étudier la question par le Conseil Supérieur du Commerce, n'hésita pas à prononcer, mais à titre temporaire seulement, l'admission en franchise des matières qui entrent dans la composition d'un bâtiment de mer; il alla plus loin: il autorisa l'admission au droit de 10 pour cent de la valeur des bâtiments construits à l'étranger. Tel fut l'objet du Décret Impérial du 17 Octobre, 1855, qui, après des prorogations successives, prit fin le 17 Octobre, 1858.

Les Traités conclus avec l'Angleterre et la Belgique ont fait disparaître, en ce qui touche ces deux pays, la prohibition inscrite dans la Loi du 21 Septembre, 1793, et nos armateurs peuvent, en payant certains droits, se procurer dans ces deux pays les instruments de transport dont ils ont besoin.

II. Sous la législation dont je viens de retracer à votre Majesté les phases diverses, notre marine marchande a participé dans une certaine proportion au développement des affaires commerciale du pays; elle a même augmenté un peu sa part relative dans les transports qui ont eu la France pour destination. C'est ce qui ressort des données statistiques qui vont suivre.

Pour la comparaison des faits actuels avec les faits antérieurement constatés, j'ai pris la moyenne de la décennale 1827 à 1836: d'abord, parce qu'elle permet d'apprécier l'influence des Traités de Navigation, la plupart de ceux qui nous lient avec les pays étrangers étant d'une date postérieure à 1836; ensuite, parce qu'on juge mieux les résultats accomplis lorsqu'on embrasse une longue période.

Les relevés statistiques que je demande à votre Majesté la permission de mettre sous ses yeux présentent le mouvement de notre marine, tant dans la navigation de concurrence, c'est-à-dire, dans ses rapports avec les pays étrangers, que dans la navigation réservée, qui comprend le cabotage et la pêche. Sous cette dernière dénomination figurera la navigation coloniale aujourd'hui ouverte à tous les pavillons, mais trop récemment pour qu'il soit possible de connaître et d'apprécier les résultats de la réforme inaugurée par la Loi du 3 Juillet, 1861.

Navigation de Concurrence.

Décennale 1827-36.—L'ensemble du mouvement maritime de la France avec les pays étrangers a donné lieu à l'emploi de 1,599,000 tonneaux, dont sous pavillon Français 499,000 tonneaux, et sous pavillon étranger 1,100,000 tonneaux.

A cette époque, la part proportionnelle du pavillon Français était de 34 pour cent, et celle des navires étrangers de 69 pour cent.

En 1861, le mouvement total a porté sur 6,145,000 tonneaux, dont sous pavillon Français 2,294,000 tonneaux, et sous pavillons étrangers, 3,851,000.

Ici, la part proportionnelle du pavillon Français a été de 37 pour cent, et celle des pavillons étrangers de 63 pour cent.

D'une époque à l'autre, l'accroissement se chiffre par 1,795,000 tonneaux, soit 360 pour cent pour le pavillon Français, et par 2,751,000 pour les pavillons étrangers, soit 250 pour cent.

Ainsi que je l'ai déjà dit, les Traités de Navigation de la France avec les pays étrangers sont au nombre de vingt-six. Dans ce nombre, trois pays seulement, l'Espagne, les Etats-Unis, et l'Angleterre, ont traité avec nous à une date antérieure à 1826. Les Traités de Navigation ayant été souvent présentés comme portant une atteinte grave aux intérêts de notre marine, il n'est pas inutile d'indiquer ici l'influence qu'ils ont exercée; bornerai d'ailleurs ma démonstration aux principales Puissances.

Angleterre.—Le Traité qui nous lie avec cette Puissance date du 26 Janvier, 1826.

Pendant l'année 1825, qui a précédé la conclusion de ce Traité, le mouvement maritime entre les deux pays a exigé 337,469 tonneaux, qui se sont partagés ainsi qu'il suit:—

	Tonneaux.
Pavillon Français	105,618
Pavillon Anglais	198,141
Pavillons tiers	33,410

En 1860, le mouvement total a été de 2,643,289 tonneaux, savoir :—

	Tonneaux.
Pavillon Français	682,644
Pavillon Anglais	1,897,289
Pavillons tiers	63,356

D'une époque à l'autre, l'accroissement relatif a été de 546 pour cent pour le pavillon Français, et de 857 pour cent pour le pavillon Anglais. Ainsi, malgré la supériorité qu'a conservée la marine Anglaise, nos progrès ont été notables, et pendant la longue période qui s'est écoulée depuis 1825, la part proportionnelle qui nous était acquise s'est maintenue à plus du quart des transports.

Je crois devoir maintenant prendre un pays avec lequel le Traité de Navigation soit assez récent pour comparer les résultats obtenus antérieurement et postérieurement à l'Acte Conventionnel.

Russie.—Notre premier Traité de Navigation avec cette Puissance porte la date du 14 Septembre, 1845.

Pendant la décennale 1827-36, c'est-à-dire, bien avant le Traité, le mouvement de la navigation entre les deux pays était de 68,572 tonneaux, savoir :—

	Tonneaux.
Pavillon Français	15,921
Pavillon Russe	15,883
Pavillons tiers	36,768

A cette époque, la force relative du pavillon Français et du pavillon Russe était la même.

En 1860, le mouvement total s'est élevé à 188,240 tonneaux, dont :—

	Tonneaux.
Pour le pavillon Français	62,335
Pour le pavillon Russe	58,170
Pour les pavillons tiers	67,735

D'une époque à l'autre, l'emploi de notre pavillon a quadruplé ; pour la marine Russe, l'accroissement est moins forte.

Pour que la démonstration soit complète, je présenterai en dernier lieu un des pays avec lesquels nous ne sommes liés par aucun Traité de Navigation.

Prusse.—Pendant la décennale 1827-36, le mouvement de la navigation de la France avec la Prusse a employé 50,812 tonneaux, savoir :—

	Tonneaux.
Pavillon Français	686
Pavillon Prussien	37,053
Pavillons tiers	12,953

A cette époque, nous prenions à peu près 1 pour cent de la navigation totale.

En 1860, l'ensemble de la navigation a porté sur 69,320 tonneaux, savoir :—

	Tonneaux.
Pavillon Français	7,029
Pavillon Prussien	45,954
Pavillons tiers	16,337

Bien que d'une époque à l'autre notre part absolue ait augmenté dans une forte proportion, nous ne prenons encore qu'une part relative très-faible dans le mouvement maritime avec la Prusse, lequel est d'ailleurs en decroissance constante, ce qui s'explique par les facilités que les lignes ferrées donnent au commerce par la voie de terre.

Voici maintenant la situation comparative de notre navigation :—

1. Avec les divers pays auxquels nous sommes liés par des Traités de Navigation, et qui, par suite, obtiennent chez nous le traitement national.

2. Avec les pays restés en dehors des Traités, et à l'égard desquels les droits de navigation et les droits différentiels ont conservé toute leur force.

J'ai pris pour point de comparaison les années 1850 et 1860.

En 1850, les vingt-six pays qui ont traité avec nous ont exigé, pour leurs relations avec la France, l'emploi de 2,487,000 tonneaux (entrée et sortie réunies), dont 784,000 tonneaux sous pavillon Français, et 1,703,000 tonneaux sous pavillon étranger.

En 1860, le tonnage pour les mêmes opérations s'est élevé à 4,790,000 tonneaux, dont 1,482,000 tonneaux par navires Français et 3,308,000 tonneaux par navires étrangers.

D'une époque à l'autre, l'accroissement absolu a été de 2,303,000 tonneaux, et l'accroissement relatif de 92½ pour cent, soit pour le pavillon Français de 698,000 tonneaux ou 89 pour cent, et pour le pavillon étranger de 1,605,000 tonneaux ou 94 pour cent.

Pour les pays restés en dehors des Traités, le tonnage employé a été, en 1850, de 814,000 tonneaux, dont 407,000 tonneaux pour le pavillon Français, et 407,000 tonneaux

également pour le pavillon étranger, et, en 1860, de 1,355,000 tonneaux, dont 800,000 tonneaux pour le pavillon Français, et 550,000 tonneaux pour le pavillon étranger.

D'une époque à l'autre l'accroissement absolu a été de 541,000 tonneaux, et l'accroissement relatif de 66½ pour cent, soit pour le pavillon Français de près de 97 pour cent, et pour le pavillon étranger de 36 pour cent.

En résumé, Sire, on peut conclure des données statistiques qui précèdent que les Traités de Navigation ont exercé une heureuse influence sur notre marine ; que, loin de lui nuire, ils ont servi ses intérêts. En effet, ils ont fait disparaître des charges qui entravaient le mouvement des échanges et aidé au développement des relations fructueuses pour les pays contractants et dont notre marine a pris sa part.

Navigation Réservée.

Cabotage.—Ce n'est qu'à partir de 1830 que l'Administration des Douanes a publié les résultats de la navigation de cabotage.

De 1830 à 1836, le chiffre moyen de cette periode de six années a été de 2,288,000 tonneaux,

En 1860 le mouvement total a porté sur 2,919,000 tonneaux. D'une période à l'autre, l'accroissement n'est que de 27½ pour cent. Mais il faut tenir compte des voies ferrées qui sillonnent maintenant le territoire de l'Empire, et qui nécessairement enlèvent au cabotage une partie des transports qui auparavant lui étaient réservés.

Navigation Coloniale (Algérie comprise).

Le tonnage total de la navigation de la France avec ses Colonies a été, en moyenne, pendant la période de 1827-36, de 218,000 tonneaux.

En 1860, ce tonnage s'est élevé à 574,000 tonneaux, ce qui donne un accroissement de 163 pour cent.

Pêche.—Elle se divise en grande et en petite pêche. La grande pêche, qui comprend uniquement les armements pour la pêche de la morue et de la baleine, a employé, en moyenne, de 1826 à 1836, 114,000 tonneaux. En 1860 le tonnage s'est élevé à 137,000 tonneaux. Ce n'est, d'une époque à l'autre, qu'un accroissement de 20½ pour cent ; et cependant l'Etat, pour encourager cette industrie, s'impose chaque année des sacrifices très-lourds. Pour la petite pêche, ou pêche côtière, l'Administration des Douanes se borne à donner chaque année l'existence des navires ou plutôt des barques qui se livrent à ce genre d'industrie. Voici quel en est le tonnage :—

Moyenne de 1833 à 1836, 38,174 tonneaux ;

Moyenne de 1860, 91,076 tonneaux.

D'une époque à l'autre, l'accroissement a été de 52,893 tonneaux, soit 138½ pour cent.

Tel est, Sire, le bilan de notre marine marchande. Partout un accroissement plus ou moins marqué se révèle, mais surtout dans la navigation avec les pays étrangers, tant il est vrai que la concurrence donne à l'activité humaine un stimulant utile et sans lequel le progrès s'accomplirait plus difficilement et plus lentement.

III. Malgré le développement de notre marine marchande, on peut se demander si la part qu'elle prend dans le mouvement maritime du pays, et qui ne dépasse pas 37 pour cent, est suffisante, et s'il ne serait pas possible de lui offrir de meilleures conditions pour seconder ses efforts.

Déjà une controverse assez animée s'est produite sur les mesures que réclame la situation de notre marine marchande. Selon les uns, une protection dont le résultat a été pour ainsi dire de cantonner ses opérations sur un petit nombre de points et de marchandises ne donne à l'armateur qu'un concours insuffisant, tandis qu'elle constitue une gêne pour l'industrie. Un pareil système est d'ailleurs exposé à des restrictions nouvelles, car on est presque toujours conduit à en exagérer la portée. D'un autre côté, si, par les combinaisons du Tarif des Douanes, on peut atteindre les marchandises destinées à la consommation antérieure du pays, il n'en est pas de même de celles qui constituent le commerce d'entrepôt. Ce serait donc, sinon exclure notre marine de cette branche importante de notre commerce, au moins la laisser désarmée en face d'une concurrence qu'elle aurait d'autant plus de difficultés à vaincre qu'elle serait encore soumise à toutes les charges qui naissent du régime protecteur.

Mieux vaudrait la liberté, mais à la condition qu'elle serait entière, c'est-à-dire, que la construction des navires serait affranchie de toutes les charges qui la grèvent, et qu'en même temps l'armateur aurait la faculté de se procurer les instruments de transport partout où il le jugerait utile à ses intérêts.

Dans ces conditions, la lutte serait sans doute difficile, mais possible. On ne serait plus exposé à ces remaniements de législation qui modifient les combinaisons même les mieux étudiées. Le champ des opérations maritimes n'aurait plus de limites, et chacun ne devant plus compter que sur soi-même, les forces individuelles acquerraient plus d'énergie ; en un mot, à l'espèce de tutelle sous laquelle elle a trop longtemps végété, succéderait, pour notre marine, l'etat viril qui seul permet les grandes entreprises.

Selon les autres, loin de déserter la protection, il faudrait la fortifier, au moins sur certains points. Cette nécessité deviendrait d'autant plus impérieuse que les avantages concédés à notre marine seraient singulièrement affaiblis par les divers actes qui se sont succédé depuis la réforme industrielle et commerciale. Ainsi, disent-ils, les droits différentiels de provenance n'existent plus pour les principales marchandises d'encombrement, notamment pour les sucres, pour les cafés, pour les graines oléagineuses, &c. ; tout se borne maintenant à une simple surtaxe de pavillon. D'un autre côté, le pacte Colonial qui réservait à notre marine le monopole des transports entre le métropole et les Colonies Françaises a fait place à un régime de liberté qui n'est tempéré que par une surtaxe sur le navire étranger, et même celle-ci n'est-elle applicable que dans les relations directes de nos Colonies avec la métropole, et *vice versâ*. Dans de telles conditions, la lutte est à peu près impossible, et le danger de la défaite est d'autant plus redoutable que la marine militaire du pays dépend de la prospérité de la marine marchande, qui forme la pépinière de marins où la flotte se recrute.

En présence de cette divergence d'opinion et des modifications profondes apportées dans la construction des bâtiments de mer, pour lesquels l'emploi du fer et de la tôle devient de plus en plus urgent ; en présence également des grandes lignes transatlantiques déjà installées ou sur le point de l'être, et auxquelles le Gouvernement accorde de larges subventions, une enquête paraît indispensable, car elle seule peut faciliter la solution des problèmes qui se posent aujourd'hui. Cette enquête est d'ailleurs, comme je l'ai dit dès le début de ce rapport, unanimement demandée par les Chambres de Commerce des principaux ports de l'Empire.

Le Conseil Supérieur du Commerce, de l'Agriculture, et de l'Industrie, qui, en 1860, à l'occasion du Traité avec l'Angleterre, a donné à votre Majesté une preuve éclatante de son dévouement aux intérêts publics, doit être chargé de l'enquête maritime. En conséquence, j'ai l'honneur de demander à l'Empereur de m'autoriser à confier au Conseil Supérieur du Commerce le soin d'entendre les personnes qui pourraient éclairer les questions qui se débattent aujourd'hui, et donner au Gouvernement de votre Majesté le moyen de les résoudre en connaissance de cause.

Je suis, &c.

Le Ministre de l'Agriculture, du Commerce, et des Travaux Publics,

(Signé) E. ROUHER.

Approuvé :

(Signé) NAPOLEON.

No. 63.

Earl Cowley to Earl Russell.—(Received May 16.)

My Lord, *Paris, May* 14, 1862.

IN accordance with the instructions contained in your Lordship's despatch of the 9th of April, I addressed a note to M. Thouvenel, transmitting copy of the second Memorial which the Liverpool shipowners had laid before Her Majesty's Government with respect to the differential duties to which the indirect trade is subject in France, and I have now the honour to inclose copy of his Excellency's answer.

Your Lordship will perceive that the Imperial Government cannot give a definite answer on this subject, until the results of the inquiry, which, in accordance with the Report of the Minister of Commerce, has been entrusted to the Conseil Supérieur du Commerce, de l'Agriculture, et de l'Industrie, shall have become known.

I have, &c.

(Signed) COWLEY.

Inclosure in No. 63.

M. Thouvenel to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 13 *Mai,* 1862.

J'AI reçu, avec la lettre que votre Excellence m'a fait l'honneur de m'adresser le 10 du mois dernier, le Mémoire dans lequel les armateurs de Liverpool ont renouvels auprès du Gouvernement de Sa Majesté Britannique leurs réclamations contre les droits différentiels auxquels est soumise en France la navigation indirecte.

Quoique les pétitionnaires se soient bornés à traiter la question spéciale du transport des Colonies des Etats Unis d'Amerique, leurs observations ne tendent pas moins à faire disparaître en France les garanties maintenues encore par la législation en faveur de notre marine marchande. Or, votre Excellence n'ignore point que cette grave question est, en ce moment même, l'objet de l'examen du Gouvernement de l'Empereur ; un Rapport de M. le Ministre du Commerce, dont les conclusions ont été approuvées par Sa Majesté, et dont l'insertion a eu lieu dans le "Moniteur" du 2 de ce mois, a proposé de confier au Conseil Supérieur du Commerce, de l'Agriculture, et de l'Industrie, le soin d'ouvrir une enquête destinée à fournir au Gouvernement Impérial tous les éléments d'appréciationqu lui manquent encore.

Il ne me sera donc possible, M. l'Ambassadeur, de donner à votre Excellence une réponse définitive au sujet de la pétition des armateurs de Liverpool que lorsque les résultats de cette enquête nous seront connus.

Agréez, &c.
(Signé) THOUVENEL.

No. 64.

Mr. Hammond to Sir J. Emerson Tennent.

Sir, *Foreign Office, January* 28, 1863.

I AM directed by Earl Russell to transmit to you herewith, to be laid before the Lords of the Committee of Privy Council for Trade, for any observation they may wish to make thereon, a copy of a despatch from Her Majesty's Consul at Brest relative to the heavy dues levied in France upon British ships vessels.

I am, &c.
(Signed) E. HAMMOND.

Inclosure 1 in No. 64.

Consul Sir A. Perrier to Earl Russell.

My Lord, *Brest, January* 5, 1863.

IN consequence of the attention of Her Majesty's Government having been called to the heavy dues levied in French ports upon English vessels of small tonnage not carrying merchandise, and upon pleasure-boats, Her Majesty's Ambassador at Paris directed me to give every information in my power upon this subject with reference to the port of Brest and to the other ports within this Consulate, and particularly to state whether the employment of a broker was necessary, and to what detention a vessel of the kind is subjected in order to obtain the necessary papers to enable her to proceed to sea.

My reply contained a statement of those dues, with explanatory notes.

I also reported to his Excellency the case of a British ship which, forced by damages incurred at sea to put into Brest a few days ago, was made to pay a heavy tonnage, contrary, in my humble opinion, to the spirit of the Treaties between Great Britain and France.

I have the honour to inclose copies of these despatches, and their inclosures, as a sequel to the numerous Reports which I have made to the Foreign Office (since the passing of the Convention with France of the 26th of January, 1826) upon its unfair construction by the French Government with respect to tonnage duty upon ships forced by damage or by stress of weather to put into French ports.

I have, &c.
(Signed) ANTHY. PERRIER.

Inclosure 2 in No. 64.

Consul Sir A. Perrier to Earl Cowley.

My Lord, *Brest, January* 1, 1863.

YOUR Excellency's despatch of the 11th ultimo directed me to give every information in my power with respect to the dues levied upon British vessels of small tonnage at Brest and at the other ports within this Consulate, and particularly to state whether the employment of a broker is necessary, and to what detention a vessel of this kind is subjected in order to obtain the necessary papers to enable her to proceed to sea.

In compliance with your Lordship's commands, I now have the honour to inclose a statement of the charges levied on a British vessel of 50 tons, with explanatory observations, to which I have to add, that such vessels are not subjected to any detention, but may clear out and proceed to sea immediately after payment of the Custom-house dues.

I beg leave to observe that British ships, loaded or in ballast, coming from any other ports than those of Great Britain or from British possessions in Europe, and putting in, in distress, are made to pay a tonnage duty of 3 francs 75 centimes per ton, double décime, and other charges, which are not levied upon French ships under any circumstances.

This hardship, which appears to be in contravention of the spirit if not of the letter of the Treaties between Great Britain and France, will form the subject of another letter which I shall address to your Lordship.

I have, &c.
(Signed) ANTHY. PERRIER.

Inclosure 3 in No. 64.

CHARGES at Brest and at the other Ports within Brest Consulate on British Vessels of 50 tons burthen.

[The corresponding charges on French vessels are given in Italics.]

Nature of Charges.	On Ships from Great Britain or British Possessions in Europe.				On Ships from elsewhere than Great Britain or British Possessions in Europe.			
	Francs	c.	Francs	c.	Francs	c.	Francs	c.
Pilotage	67	0*	*67*	*0*	100	50	*67*	*0*
Customs—								
Tonnage duty	60	0†	*60*	*0*	225	25		
Clearance	2	0‡	*2*	*0*	18	0		
Permit	0	50	*0*	*50*	1	0	*1*	*0*
Receipt	0	50	*0*	*50*	1	0	*1*	*0*
Passport	1	0	*1*	*0*	1	0	*1*	*0*
Quarantine	5	0§	*5*	*0*	7	50	*7*	*50*
Brokerage	49	50‖	*49*	*50*	74	25	*49*	*50*
	185	50	*185*	*50*	428	50	*127*	*0*

* This charge is optional; vessels under 80 tons not being obliged to take pilots. Pilotage varies according to distances and tonnage of the ship, from 25 francs for 80 tons to 120 francs for 400 tons. For ships over 400 tons it varies from ¼ centime to 10 centimes per ton, according to distances: 55 francs is for pilotage from Ushant to Brest and back to Ushant.

† At 3·75 centimes and "double décime" (20 per cent) per ton.

‡ The clearance duty is on French and English ships in the direct trade with Great Britain—

150 tons and under	2 francs
150 tons to 300 tons	6 „
300 tons and over	18 „
On foreign ships—	
200 tons and under..	18 francs
Over 200 tons	36 „

§ Quarantine charge is levied as follows

On coasters	5 centimes per ton.
On ships from ports in Europe	10 „
On ships from ports out of Europe	15 „

‖ Brokerage is charged on the quantity of goods delivered, which is generally 50 per cent. more than the measurement tonnage. Ship-masters speaking and writing French may transact their own business at the Custom-house. Those ignorant of the French language must employ a broker. Few shipmasters, even French, avail themselves of this privilege, as the broker's assistance greatly facilitates their transactions. The ship-broker is an agent appointed by Government; his charges are authorized by "Ordonnances." For French ships and ships assimilated to them, the brokerage is 50 centimes per ton delivered, and 12 francs for entering. On ships not assimilated to French ships, the charges are 75 centimes per ton delivered, and 18 francs for entering.

General Observations.—Yachts, pleasure boats, and fishing-boats, pay no Customs' duty; they pay pilotage as French vessels, and quarantine dues (except fishing-boats, which pay neither pilotage nor quarantine).

British Consulate, Brest, January 1, 1863.

(Signed) A. PERRIER.

Inclosure 4 in No. 64.

Consul Sir A. Perrier to Earl Cowley.

My Lord, *Brest, January* 3, 1863.

I HAVE the honour to report to your Excellency, that on the evening of the 20th of last month I received a telegraphic message from my agent at Audierne to announce that an English steam-ship in distress was at anchor off that port.

Next evening, another telegram stated that it was the steamer "Ella Constance," of 400 tons, laden with fruit for London, very leaky, her engine damaged, and that the master wanted a steamer to tow his ship away.

Knowing the impossibility of getting a ship of that size into the harbour of Audierne, the want of resources at that port, and the danger of a ship lying at anchor in such an open roadstead, where, if a gale from the south-west came on, she would inevitably be wrecked, I applied to the Préfet Maritime, Vice-Admiral Count de Gueydon, who sent "Le Souffleur," 220 horse-power, steam-corvette, which brought the "Ella Constance" to Brest on the 23rd.

The leak was easily stopped and the ship pumped dry, but the damage to the engine would require several days to be repaired.

This being telegraphed to London, a steam-tug was sent from Falmouth, to tow the "Ella Constance" to London.

The Customs refused to let the ship go out of the harbour until the tonnage duty and other charges were paid, as follows:—

	Fr.	c.
Duty on $422\frac{65}{100}$ tons, at 3 francs 75 c.	1,584	94
Clearance	36	0
Permit and receipt	2	0
	1,622	94
Double décime	324	60
Total	1,948	54

I applied to the Director of Customs for reimbursement of this sum, the ship not having performed any commercial operation, nor even having been repaired during her stay in this harbour.

The director's reply (of which a copy is inclosed, as also one of my application) states that the duty of 3 francs 75 centimes per ton having been levied in consequence of a Ministerial decision of 30th December, 1834, which subjects English vessels going from one foreign port to another, and putting into France in distress, to the payment of this duty, there is no reason for reimbursing it, as the said decision does not admit either of exception or restriction.

This non-assimilation to French ships entails other heavy charges on British shipping; 50 per cent. additional is charged on pilotage, brokerage, &c. The brokers, however, act more liberally towards ships in distress; instead of exacting 265 francs, to which sum they were entitled for the "Ella Constance, they only charged 125 francs.

Until 1834 the tonnage duty on British ships forced to put in was but 50 or 25 centimes per ton, according to the vessel being loaded or in ballast.

This matter of tonnage duty on ships in distress is fully explained in a letter which I wrote to the Board of Trade in 1860, a copy of which I have the honour to inclose for your Excellency's information.

This morning I was shown, at the Custom-house, a circular from the Director-General of Customs, dated the 17th of January, 1857, directing that no tonnage duty is to be levied on British vessels in ballast which, in going from one foreign port to another, may be forced to put into a French port, even should they take in a cargo at that port.

Vessels coming from England are excepted; they are to pay as if in the direct trade.

I beg leave to correct a mistake which I made in my despatch of the 1st instant. I stated that British vessels, loaded or in ballast, from any other ports than those of Great Britain or British Possessions in Europe, are made to pay a tonnage duty of 3 francs 75 centimes per ton, double décime, &c., whereas it is only ships with cargoes that have to pay these charges.

I have, &c.

(Signed) ANTHY. PERRIER.

Inclosure 5 in No. 64.

Consul Sir A. Perrier to M. Pinchon.

M. le Directeur, *Brest, le 27 Décembre,* 1862.

J'AI l'honneur de vous représenter que le navire-à-vapeur Anglais "Ella Constance," de 402 tonnaux, allant de Denia (Espagne) à Londres avec un chargement de fruit, a été forcé, le 21 de ce mois, de mouiller en rade d'Audierne par suite d'avaries dans sa machine.

Une corvette-à-vapeur de l'Etat, le "Souffleur," a ensuite remorqué "l'Ella Constance" jusqu'à Brest où il a été échoué vis-à-vis la cale des vivres ; puis l'eau, dont la chambre de la machine-à-vapeur était inondée, a été retirée. On s'est apercu alors que les avaries étaient trop fortes pour être réparées ici, sans un grand retard qui serait trop préjudiciable à la cargaison qui est d'une nature très périssable. On a donc demandé à Falmouth un navire-à-vapeur pour remorquer "l'Ella Constance" à Londres. Ce remorqueur sera ici probablement demain matin. En attendant, le capitaine voulait aller en rade pour y attendre le remorqueur et repartir immédiatement pour sa destination.

On lui fit savoir qu'il ne pourrait sortir du port avant d'avoir acquitté les droits de tonnage dus par tout navire Anglais allant de l'étranger en Angleterre, même quoiqu'en relâche par force majeure.

Il a donc fallu payer de suite ces droits, montant au delà de 1,900 francs.

Je viens donc réclamer auprès de vous, M. le Directeur, une application plus favorable des Traités qui régissent cette matière, et de faire restituer le montant de ces droits, ce navire n'ayant fait aucune opération commerciale ni même avoir effectué autre réparation que celle de tamponner une voie d'eau.

Votre réponse avant le départ de "l'Ella Constance," si cela est possible, m'obligera infiniment.

Veuillez, &c.
(Signé) ANTHY. PERRIER.

Inclosure 6 in No. 64.

M. Pinchon to Consul Sir A. Perrier.

M. le Consul, *Brest, le 28 Décembre,* 1862.

LE navire Anglais "Ella Constance," parti de Denia (Espagne) avec un cargaison de fruits à destination de Londres, est entré, il y a quelques jours, en relâche forcée à Brest, où l'on attend, d'un moment à l'autre, un bateau-à-vapeur de Falmouth qui a mission de leremorquer jusqu'à sa destination définitive.

Par application de la décision Ministérielle du 30 Décembre, 1834, qui assujétit au paiement des droits de tonnage de 3 francs 75 centimes par tonneau les navires Anglais, en relâche forcée, allant de l'étranger à l'étranger, avec chargement, la Douane de Brest a exigé le paiement de ces droits à l'égard de "l'Ella Constance."

La lettre que vous m'avez fait l'honneur de m'écrire le 27 du courant a pour objet de me prier d'examiner si, à raison de ce que le navire en question n'a fait à Brest aucune opération de commerce, il n'y aurait pas lieu d'opérer la restitution de ces droits, ou du moins de faire une application moins rigoureuse à ce bâtiment des réglements sur la matière.

La décision dont il s'agit est formelle et ne comporte ni exception ni restriction. Je regrette dès lors, M. le Consul, de ne pouvoir donner à votre demande une suite favourable.

Agréez, &c.
Le Directeur,
(Signé) PINCHON.

Inclosure 7 in No. 64.

Consul Sir A. Perrier to the Secretary to the Marine Department of the Board of Trade.

Sir, *Brest, May* 17, 1860.

I HAVE received your despatch of the 9th instant, with copy of a letter from Mr. Lake, part owner of the schooner "Queen of the Dart," complaining of the tonnage

duty, 26*l.* 10s., charged on that vessel which was forced through stress of weather to put into this port to be repaired.

This case had already been attended to, and I had endeavoured, but in vain, to get this charge reduced, the case being one of *force majeure*, and no commercial operation having taken place.

You observe that the Lords of the Privy Council for Trade are anxious for information on the subject, and wish me to give them any that I may be able to procure.

In reply to this request I have the honour to state that the charge of tonnage duty on British ships putting in in distress, being in my opinion contrary to the stipulations and spirit of the Convention of 26th of January 1826, has been resisted by me ever since the passing of that Treaty.

In December 1826, the sloop "Mary," going from Jersey to Falmouth with a cargo of apples, was driven into Morlaix. A tonnage duty of 3·75 francs, and the décime per ton was demanded.

After a long correspondence with the Customs, I succeeded in getting this charge reduced to 50 centimes per ton.

This case served as a precedent until 1828, when a circular from the Director-General of Customs directed that "under condition of strict reciprocity all foreign ships in distress putting into ports of France are to pay a tonnage duty of 50 centimes and the décime, per ton, if loaded, and 25 centimes and the décime, per ton, if in ballast."

The benefit of this decision was granted to all British ships putting in, until the beginning of 1843, when the tonnage duty of 3·75 centimes and the décime was charged on the ship "Thetis," laden with sugar, which was forced by stress of weather to put into Perros where she was repaired.

The Director-General's reply to my claim* for restitution of this duty was—

"That in consequence of the Conventions exchanged between England and France, British ships have no right to immunity when putting into ports of France in distress, except when coming from British Possessions in Europe. By your statement it appears that the "Thetis" have left the Havana bound to Cowes. The charge is therefore perfectly regular and must be maintained by the Administration, although that ship did not perform any operation of commerce at Perros."

Since this decision all British ships putting into ports of this Consulate, except those coming direct from Great Britain, have been made to pay the heavy tonnage duty which, as a matter of principle, I have regularly contested at the local Custom-houses, but without any satisfactory result.

Having, as above-mentioned, claimed the same immunity for the "Queen of the Dart" without avail, I beg leave to observe that any further proceeding on my part in favour of this ship would be quite useless.

I am, &c.

(Signed) ANTHY. PERRIER.

No. 65.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, May* 12, 1863.

SIR ANTHONY PERRIER transmitted to me copies of two despatches which he addressed to your Excellency on the 1st and 3rd of January last, on the subject of the charges levied in French ports upon British vessels.

A mere glance at those despatches and their inclosures is sufficient to show how heavy a burden is imposed upon British trade by the differential charges levied upon British vessels other than those coming from Great Britain or the British possessions in Europe, which are entitled to national treatment under the Convention of 1826. Your Excellency has no doubt already made the proper use of the information given by Sir Anthony Perrier, and you will continue to urge upon the French Government at every opportunity the question of a revision of the French navigation laws. All differential dues in this country have been abolished; and Great Britain has therefore every claim to reciprocal liberality of treatment on the part of France.

By a despatch which I have recently received from Sir Anthony Perrier, I learn that the French Government have reduced the differential tonnage duty upon British vessels other than those privileged under the Convention of 1826, when compelled by misfortunes of the sea to take refuge in French ports, and hitherto levied even though the vessel performs no operation of commerce, nor even effects any repairs, but simply obtains

shelter, from 3·75 francs to 1 franc a ton. Sir Anthony Perrier states that the benefit of the reduction in question will be extended to the British steamer "Ella Constance which took refuge in Brest in December last, and the particulars of whose case he communicated to your Excellency in one of the two despatches to which I referred at the beginning of this despatch.

Her Majesty's Government are of course glad to learn that the French Government have adopted this measure, which is probably the result of your Excellency's and Sir Anthony Perrier's representations. They view it as a proof of friendly and hospitable feeling, and trust moreover that it may be an indication that there is not a want of disposition to further change in the right direction; but they would have been still better pleased had the tonnage duty been altogether abolished in the case of British vessels driven into French ports by stress of weather and performing no operation of commerce therein. In a parallel case in England a French vessel would be called upon to pay nothing whatever which a British vessel would not be equally required to pay.

I am, &c.
(Signed) RUSSELL.

No. 66.

Earl Cowley to Earl Russell.—(*Received May* 16.)

My Lord, *Paris, May* 15, 1863.

IN acknowledging the receipt of your Lordship's despatch of the 12th instant, upon the subject of the charges levied in French ports on British vessels, I have the honour to state that the modification of those charges in respect to British vessels when compelled by misfortunes of the sea to take refuge in French ports, has been made in consequence of representations which I addressed to the French authorities through Captain Hore, as the quickest mode of obtaining redress.

Captain Hore received as far back as the 27th ultimo, a letter informing him that the charges made on the "Ella Constance" had been reduced, but as he was then in England the letter did not reach my hands until his return here two days ago. I inclose a copy of it.

Your Lordship may be sure that I never lose an opportunity of urging upon the French Government, and particularly upon those members of it whose Departments are most interested in the question, the advisability, not to say the duty, of a revision of the French navigation laws. I am always met by the assurance that the matter is under serious consideration.

I purpose now to communicate to M. Drouyn de Lhuys the observations contained in your Lordship's despatch referred to above, which will furnish me another occasion of pressing the general question.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 66.

M. Ouse to Captain Hore.

Direction Générale des Douanes et des Contributions Indirectes,
Monsieur, *Paris, le* 27 *Avril*, 1863.

JE m'empresse de vous informer que par suite d'une disposition qui vient d'être adoptée par M. le Ministre des Finances sur la proposition de l'Administration, le droit de tonnage exigé à Brest, au mois de Décembre dernier, sur le bateau-à-vapeur Anglais "Ella Constance," arrivé en relâche forcée, se trouve reduit de 3 francs 75 centimes à 1 franc par tonneau de jauge.

Des mesures vont être prises pour faire opérer le remboursement de la somme qui reviendra ainsi aux intéressés.

Veuillez, &c.
L'Administrateur,
(Signé) OUSE.

No. 67.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, May* 27, 1863.

I TRANSMIT to your Excellency herewith a copy of a letter from the General Shipowners' Society, calling attention to the subject of the differential duties still existing in various foreign countries, to the prejudice of British shipping, and more particularly to the operation of those duties in the case of ships carrying cotton from America to France.

I have to instruct your Excellency to bring the above communication before the French Government at the first favourable opportunity.

I am, &c.
(Signed) RUSSELL.

Inclosure in No. 67.

The Secretary to the General Shipowners' Society to Earl Russell.

General Shipowners' Society, 12, *St. Michael's Alley Cornhill,*
My Lord, *London, April* 27, 1863.

THE subject of the differential duties still existing in several foreign countries to the prejudice of British shipping, and more particularly the operation of those discriminating duties in the case of ships conveying cotton from America to France, from which trade British ships are practically excluded, has been brought under the consideration of the Committee of the General Shipowners' Society, who have instructed me most respectfully to urge on your Lordship the necessity of some action being taken in order that disabilities so serious may speedily be removed.

Your Lordship must be aware that in the event of a termination being put to the present American difficulties, and the trade again opened up, there could not be found a sufficient quantity of American tonnage to convey cotton from that country to Europe, and as France has not sufficient tonnage to employ in that trade, and British ships are excluded from it, the great injury so long inflicted on that particular branch of trade now suffering from the want of the supply of cotton will not be remedied.

It appears to this Committee that should your Lordship be prevailed upon to represent the matter, France may be induced to relax her navigation laws in regard to the article of cotton in the same manner as was done by her in that of corn; and this Committee also venture to hope that the efforts of your Lordship will be directed to such measures as may tend to put a stop to the system of exclusion and unfair inequality to which British navigation is now subjected by the navigation laws of France and of other countries.

I have, &c.
(Signed) WM. BONAR.

No. 68.

Earl Cowley to Earl Russell.—(Received June 20.)

My Lord, *Paris, June* 19, 1863.

ON the 16th May I addressed a note to M. Drouyn de Lhuys, embodying the views of Her Majesty's Government, as conveyed to me in your Lordship's despatch of the 12th May, upon the subject of the heavy charges levied in French ports upon British vessels, and I took the opportunity to urge upon the Imperial Government the advisability of a revision of the French Navigation Laws. In reply to my communication M. Drouyn de Lhuys has addressed me a note, of which I have the honour to inclose herewith a copy.

His Excellency observes that the general question of the differential duties, with regard to indirect navigation, is still under examination, but that both he and the Minister of Commerce recognize how desirable it is that vessels compelled by misfortunes of the sea to take refuge in port should, in all countries, be exempted from those dues which they are now called upon to pay. The Imperial Government are, his Excellency gives the assurance, prepared to concede to English vessels the benefits enjoyed by the

e ssels of most other nations, on condition of a similar exemption being accorded to French ships in English ports.

In conclusion, his Excellency states that the charges levied on English vessels, other than those coming from Great Britain, when compelled by misfortunes of the sea to take refuge in French ports, have been reduced to 1 franc per ton, and he goes on to say that the Imperial Government would be glad to exempt vessels in such cases from all duties, but that this could only be done were Her Majesty's Government to act with strict reciprocity, which, his Excellency remarks, has hitherto unfortunately been prevented by the existence of local dues.

In calling your Lordship's attention to this observation of M. Drouyn de Lhuys, I beg you to inform me whether ships driven by distress into the ports of Great Britain have, under any circumstances, local or other dues to pay.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 68.

M. Drouyn de Lhuys to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 18 *Juin,* 1863.

A L'OCCASION des perceptions effectuées par la douane Française sur le bâtiment-à-vapeur " Ella Constance," entré en relâche forcée à Brest, votre Excellence a bien voulu me prier, le 16 du mois dernier, d'appeler l'attention du Gouvernement de l'Empereur sur l'inégalité du traitement applicable en France aux pavillons des deux pays, et me faire observer qu'en pareille circonstance, un navire Français ne serait soumis dans les ports de la Grande Bretagne à aucune charge outre que celle qui serait imposée aux navires Anglais.

En ce qui concerne le régime général des droits différentiels en matière de navigation indirecte, je ne puis que rappeler à votre Excellence que cette question se trouve comprise dans l'enquête sur la marine marchande à laquelle se livre en ce moment le Conseil Supérieur, et qu'elle ne saurait être résolue avant que les résultats de cette enquête ne soient connus et appréciés.

Mais M. le Ministre de l'Agriculture, du Commerce, et des Travaux Publics est, dès à présent, d'accord avec mon Département pour reconnaître combien il serait désirable que les navires en relâche forcée fussent, en tous pays, affranchis des droits de navigation qu'ils ont encore à acquitter. Votre Excellence peut donc donner au Gouvernement de Sa Majesté Britannique l'assurance que nous serons toujours disposés à concéder au pavillon Anglais le bénéfice de l'exemption dont jouissent actuellemeut déjà la plupart des pavillons étrangers, mais à la condition de voir supprimer, à titre de réciprocité, les droits auxquels sont soumis nos navires dans les ports du Royaume Uni.

Le Gouvernement de l'Empereur a, par une décision toute bienveillante, étendu déjà aux navires Anglais venant d'ailleurs que du Royaume Uni et abordant en relâche forcée dans nos ports, le bénéfice du droit de 1 franc par tonneau réservé par la Loi de 1836 à l'intercours direct entre la Grande Bretagne et la France. Nous serions heureux que le Gouvernement Britannique nous mit à même de les admettre en franchise de tous droits; mais cette exemption comporterait nécessairement une réciprocité absolue que l'existence des taxes locales ne permet malheureusement pas d'établir encore en Angleterre. J'ajouterai d'ailleurs, que nous n'avons pas à examiner si ces taxes sont ou non perçues au profit du Gouvernement; la question est de savoir, non pas à qui elles profitent, mais à qui elles incombent.

Agréez, &c.
(Signé) DROUYN DE LHUYS.

No. 69.

Earl Cowley to Earl Russell.—(Received July 2.)

My Lord, *Paris, July* 1, 1863.

ON receipt of your Lordship's despatch of the 27th May, I addressed a note to M. Drouyn de Lhuys, calling his attention to the subject of the differential duties still existing in France to the prejudice of British shipping, and I pointed out to his Excellency that in the event of a termination of the present American war, a sufficient

quantity of tonnage would not be found to convey cotton from that country to Europe, and I urged the importance of France relaxing her navigation laws in regard to cotton.

In the inclosed note, which I have received in reply, M. Drouyn de Lhuys states that the general question of differential duties cannot be decided till the inquiry now pursuing with reference to the French merchant navy has been terminated, and that the Imperial Government cannot, no case having arisen, take a decision at the present time with regard to the differential duties in the case of ships carrying cotton from America to France. His Excellency adds, however, that on commercial relations being re-established between America and France, should the quantity of French and American tonnage prove insufficient for the conveyance of cotton to France, the Imperial Government will then concert as to the best means to remedy the evil, and should it appear likely that a temporary relaxation of these duties in the case of cotton would meet the case, they would be glad to enter into the views of Her Majesty Government on this subject.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 69.

M. Drouyn de Lhuys to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 30 *Juin*, 1863.

J'AI reçu la lettre que votre Excellence m'a fait l'honneur de m'adresser le 30 du mois dernier, au sujet des surtaxes qui grèvent le transport des cotons d'Amérique en France sous pavillon tiers.

En prévision de la reprise de ce commerce, et dans la supposition que les marines marchandes de France et des Etats Unis ne suffiront pas au transport sur le marché Français des approvisionnements nécessaires pour combler le déficit actuel, le Gouvernement de Sa Majesté Britannique a émis la pensée que nous devrions être amenés à suspendre à l'égard du coton le régime des droits différentiels qui ont été jusqu'à présent maintenus en France dans le cas de navigation indirecte.

Ainsi que mon prédécesseur a eu occasion d'en informer votre Excellence le 13 Mai, 1862, la question générale des surtaxes ne pourra être résolue qu'à l'issue de l'enquête qui se poursuit en France sur la situation de la marine marchande. Quant à la mesure spéciale dont votre Excellence a bien voulu m'entretenir elle aurait pour objet de pourvoir à une situation exceptionnelle, qui ne s'est pas encore produite : aussi l'Administration Française n'est-elle pas à même de prendre dès à présent une décision à ce sujet. Mais dans le cas où, les rapports commerciaux entre les Etats Unis et l'Europe ayant été établis, l'insuffisance des marines Françaises et Américaines viendrait à être constatée, le Gouvernement de l'Empereur aurait tout naturellement à rechercher les moyens de remédier à cet état de choses, et si la suppression temporaire des droits différentiels pour le transport des cotons lui paraissait alors de nature à atteindre ce but il se féliciterait, M. l'Ambassadeur, de pouvoir donner en même temps satisfaction aux vœux que votre Excellence a été chargée de m'exprimer dans l'intérêt de la marine Britannique.

Agréez, &c.
(Signé) DROUYN DE LHUYS.

No. 70.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, February* 13, 1864.

I TRANSMIT to your Excellency herewith, a copy of a letter from the Board of Trade referring to your Excellency's despatch of the 1st of July last respecting the modification of the French Navigation Laws, the consideration of which was stated by the French Government to be awaiting the conclusion of the inquiry of the Conseil Supérieur du Commerce into the French merchant marine.

Your Excellency will perceive that the Board of Trade are anxious for further information as to the present state of this question, and I have accordingly to instruct your

Excellency to furnish me with such particulars as you may be able to obtain on the subject.

I am, &c.
(Signed) RUSSELL.

Inclosure in No. 70.

Sir J. Emerson Tennent to Mr. Hammond.

Office of Committee of Privy Council for Trade,
Sir, *Whitehall, February* 12, 1864.

WITH reference to previous correspondence, I am directed by the Lords of the Committee of Privy Council for Trade, to request that you will move Earl Russell to cause them to be informed whether any communication has recently been received from Her Majesty's Ambassador at Paris on the subject of the modification of the French Navigation Laws.

In your letter of the 7th July last it is stated that the consideration of the question was awaiting the conclusion of the inquiry of Conseil Supérieur de Commerce into the French merchant marine. My Lords would therefore be glad to be informed whether that body has yet made their Report, and if so, whether it has been made public; what is the nature of its recommendations; and whether the French Government have arrived at any decision on the subject.

I have, &c.
(Signed) J. EMERSON TENNENT.

No. 71.

Earl Cowley to Earl Russell.—(Received February 23.)

My Lord, *Paris, February* 22, 1864.

WITH reference to your Lordship's despatch of the 13th February, I have the honour to transmit the copy of a note from M. Drouyn de Lhuys, stating that the inquiry of the Conseil Supérieur du Commerce into the French merchant marine is terminated, but the Report from the Ministry of Agriculture, &c., has not yet been presented.

Meanwhile his Excellency has forwarded to me five copies of the first volume of the "Inquiry," which I have the honour to transmit herewith. One of these copies is destined for Her Majesty's Government, and the others for Messrs. Lindsay, Anderson Clint, Thomas Harrison, and Mallet respectively, in recognition of the assistance they afforded to the Council in Paris.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 71.

M. Drouyn de Lhuys to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 20 *Février*, 1864.

EN réponse à la lettre que votre Excellence m'a fait l'honneur de m'écrire le 14 de ce mois au sujet des travaux du Conseil Supérieur du Commerce chargé de l'enquête sur la marine marchande, je m'empresse de lui communiquer les informations qu'elle a bien voulu m'exprimer le désir de recevoir.

L'enquête ouverte par le Conseil Supérieur est actuellement terminée, mais les délégués du Ministère de l'Agriculture, du Commerce, et des Travaux Publics n'ont point encore présenté leur rapport, et le Conseil n'a donc pu être saisi jusqu'à présent des propositions relatives aux modifications à introduire dans notre législation sur la marine marchande.

J'ai pensé en attendant que le Gouvernement de Sa Majesté Britannique prendrait connaissance avec intêrêt du premier volume de "l'Enquête" qui vient d'être publié; j'ai l'honneur de l'adresser ci-joint à votre Excellence. Le second volume partira ultérieurement.

Plusieurs sujets Anglais ayant bien voulu se rendre à Paris et prêter au Conseil Supérieur un précieux concours, je serai obligé à votre Excellence de leur faire également parvenir un exemplaire de cette publication que M. le Ministre du Commerce a désiré mettre à leur disposition en témoignage de sa gratitude; ce sont MM. Lindsay, M.P., et armateur, à Londres; Anderson Clint, Président de la Société des Armateurs de Liverpool; Thomas Harrison, Membre de la dite Société; Mallet, Attaché au Board of Trade.

Agréez, &c.
(Signé) DROUYN DE LHUYS.

No. 72.

Earl Cowley to Earl Russell.—(Received April 2.)

My Lord, *Paris, April* 1, 1864.

I HAVE the honour to transmit herewith to your Lordship the first volume of the Report, published by the Department of Commerce, relative to the merchant navy of the Empire, with a view to the modification of the navigation laws of France.

I have, &c.
(Signed) COWLEY.

No. 73.

Mr. Lindsay, M.P., to Mr. Milner Gibson, M.P.—(Communicated February 19, 1865.)

Sir, 8, *Austin Friars, City, June* 27, 1862.

AS you may be aware, I have, with the sanction of Earl Russell and with the ready assistance of Earl Cowley, had often occasion during the last eighteen months to see the Emperor of the French and his Minister of Commerce, in regard to the Navigation Laws of that country. As it is a subject with which I am familiar, the Governments of both countries appear to have entertained favourably my unofficial services. In rendering them, I need hardly state that I had no object in view beyond that of removing the many obstacles which the Navigation Laws of France place in the way of free intercourse between nations.

To overcome the many objections raised against even an inquiry into the necessity of any change in the Navigation Laws of France has been a work of time, and though it has been often promised, and numerous letters have passed on the subject, I have only now received the first official announcement of the fact. I inclose copy of that letter and copy of my reply. I hope the Government of France may allow both letters to be published, as many of the doubts and fears entertained by the shipowners and protectionists of that country may thereby be removed, and the labours of the Commission materially facilitated.

As I may require to be in Paris during a considerable portion of the time when the Commission is sitting, and as much information not at my command may be required, might I be allowed to have from the Statistical Departments any returns which I may find necessary? and would Mr. Mallet, or some other gentleman from the Board of Trade, conversant with the subject, be allowed to accompany me to Paris? I need hardly add the change contemplated (and which I have every reason to believe the Emperor and his Ministers are now quite resolved to carry into effect) is one which will prove of very great importance to this country.

I am, &c.
(Signed) W. S. LINDSAY.

Inclosure 1 in No. 73.

M. Fleury to Mr. Lindsay, M.P.

Monsieur, *Londres, le* 17 *Juin,* 1862.

LE "Moniteur" du 2 Mai dernier a publié un rapport soumis à l'Empereur par M. le Ministre de l'Agriculture, du Commerce, et des Travaux Publies, relativement à la situation de la marine marchande en France et à la législation qui la régit. Conformement aux conclusions de ce rapport, qui ont été approuvées par Sa Majesté, le Conseil

Supérieur du Commerce est chargé de poursuivre une enquête destinée à fournir au Gouvernement Impérial les éléments d'appréciation dont il a besoin pour pouvoir se prononcer entre les opinions divergentes qui se sont produites sur cette grave question.

Dans cette enquête, comme dans celle qui a préparé la réforme de notre législation douanière, il serait utile que les principales places maritimes de l'étranger fussent représentées et que les dépositions de leur délégués pussent être entendues à côté de celles des négociants et armateurs Francais. C'est pourquoi M. le Ministre des Affaires Etrangères vient de m'inviter à faire connaître aux principaux intéressés de cette place que le Conseil Supérieur commencera ses seánces vers le 10 du mois prochain, et que la durée de l'enquête sera de cinq semaines environ. M. Thouvenel ajoute que dans le cas où, comme il se plait à le penser, des négociants de Londres, appréciant l'importance des questions qui seront traitées dans l'enquête, me manifesteraient l'intention de répondre au désir de l'Administration Française, je devrais lui transmettre leurs noms, et les inviter à se présenter au Ministre de l'Agriculture, du Commerce, et des Travaux Publics (Division du Commerce Extérieur), Rue de Farennes, 78 bis. M. Rouher prendra les dispositions nécessaires pour qu'ils soient appelés devant le Conseil Supérieur le plus promptement possible.

Je ne crois pouvoir mieux faire, Monsieur, que de vous communiquerc ette invitation en vous priant de vouloir bien m'informer s'il vous serait agréable d'y accéder vous-même. Je vous serais, en outre, très obligé de la transmettre à quelques négociants ou armateurs de la cité, et de m'envoyer les noms de ceux qui seraient disposés à en profiter. J'aurai soin de vous faire savoir ultérieurement la date précise de l'ouverture des séanccs du Conseil.

Agréez, &c.
Le Consul-Général,
(Signé) FLEURY.

Inclosure 2 in No. 73.

Mr. Lindsay, M.P., to M. Fleury.

Sir, 8, *Austin Friars, London, June* 23, 1862.

I HAVE read with no ordinary interest the letter you did me the honour to address me on the 17th instant, and I shall be happy to forward the object your Government has in view by every means in my power. So far as I am concerned, you have merely to name the time when my presence is again required in Paris. In regard to other witnesses, the publication of your letter to me would enable you to obtain a greater amount and variety of evidence than could possibly be obtained through my own unaided exertions. I am glad your Government has decided upon an open inquiry, for thus all the important facts bearing upon the subject can be brought to light. The knowledge of these facts will greatly facilitate the inquiry about to be instituted. For instance, I dare say your shipowners think (as our shipowners thought in 1849) that any material relaxation of the Navigation Laws of France would ruin them. The arguments used against the repeal of our laws in 1849 were very plausible, but not very profound; for what are the facts? The repeal of our Navigation Laws came into operation on the 1st January, 1850. The aggregate tonnage of the merchant navy of the British empire at that time was 4,232,962 tons. It had risen from 2,681,276 tons in 1815. So that the increase under the guardian care of the State had in the previous thirty-five years been 1,551,686 tons. That increase was then considered very great; and as we could not look into futurity, much stress was laid upon the argument that if protection was removed from British shipping any increase would in future be monopolised by the ships of foreign nations. But the Legislature had other interests to consider besides that to which I belong. Protection was therefore swept away, and shipowners were left to depend upon their own exertions instead of depending upon the State. Their desponding was great, but so far from being "ruined" they are richer now than ever they were at any former period, if I may judge of their wealth by the extraordinary increase of our shipping. On the 1st January, 1860 (ten years after all protection had been removed), we owned 5,710,968 tons. Thus, in ten years of free trade our increase was about as great as it had been in thirty-five years of protection; but the increase in the amount of business carried on in British ships is even more remarkable. Here are the facts:—

In 1842, there were entered and cleared at our ports of British shipping 6,669,995 tons; 1850, 9,442,544 tons; 1861, 15,420,532 tons; the increase being 2,772,549 tons during nine years of protection, and 5,977,988 tons during eleven years of free trade.

In 1812 we built 129,929 tons of shipping; in 1849 only 117,953 tons. In 1850 we built 133,695 tons, and in 1861 310,900 tons, showing an annual decrease between the former periods of 11,976 tons, but an annual increase between the latter of 177,205 tons.

The reason of these extraordinary results is obvious. Shipping is not the parent, it is the child of commerce. If your Government apply to its merchant shipping the principles we have adopted, you will find that the results will be very much the same, for these principles are applicable to all countries. Shipping has no creative power in itself, like land or manufactures or minerals; it depends entirely upon other interests for its existence. If a country produced what was necessary for its own wants and no more, it would not require any ships. If France had no commerce with other countries and no trade along its own shores, there would be no employment for its shipping in its own trade. Now though France has, I dare say, within herself the means of producing what other nations require to nearly as great an extent as the United Kingdom, and though she requires as much or even more from other countries than we do, yet her sea-borne commerce is very limited as compared with her resources and her powers of consumption. Turning to the "Tableau Général du Commerce de la France," I find that in 1860 the entrances and clearances with cargoes only in your foreign and Colonial trades, and the entrances in your coasting trade, including the ships of France and of every nation trading with her, amounted to 9,773,865 tons, whereas in the same year it required 37,841,329 tons of shipping to transport the cargoes which entered and cleared from the ports of the United Kingdom. But curious enough, though the ships of all nations are allowed to enter our ports (and our consumers invite them to do so), there was in 1860 in our foreign trade only 4,294,444 tons of foreign shipping in cargoes as against 5,760,537 tons of British shipping; whereas in your foreign trade in the same year there was 2,348,261 tons of foreign shipping cargoes as against 1,663,615 tons of your own.

It is thus evident that any restriction you impose upon the freedom of intercourse with other countries, while it curtails the operations of your merchants, while it enhances the price of the raw material to your manufacturers, and while it increases the cost of the commodity to your people, curtails the employment of your shipowners. But even if those restrictions and differential duties (which you still maintain without any advantage to the revenue) benefited your shipowners, which they do not, why should your merchants and manufacturers, and landowners and farmers, and above all your hard-working people, be made to suffer so that your shipowners might be enriched? So long as all the producing classes were protected, the shipowners might have had some right to say that as they were obliged to pay for the benefit, real or imaginary, of others, enhanced prices for all articles of consumption, they were consequently entitled to some compensating protection; but since the recent relaxations of the French Tariff, and now that the producing classes are exposed to the competition of other countries, these classes have unquestionably a right to insist on free navigation.

No doubt your shipowners will consider, as ours did, that their class was entitled to claim peculiar privileges because the merchant service is the legitimate nursery of the seamen for the navy necessary for the protection of the State; but we have 20,000 more seamen now in our merchant service than we had in 1849. Free intercourse with other countries gave increased employment to our shipping, and therefore we required more seamen. So it will be with your country when you adopt a similar policy.

But however fallacious the arguments have proved which were used against the repeal of our Navigation Laws, it is hardly possible to conceive anything so pernicious and absurd as the law itself which you still maintain. By way of illustration, may I direct your attention to the line of steamers trading between Southampton and the various ports in India *viâ* the Mediterranean? These vessels pass Marseilles every week laden with articles of which your people may be greatly in want, but the differential duties which the laws of France levy are so high upon these articles (because they happen to be in English ships) that they cannot be landed; consequently they are carried through the Straits of Gibraltar, and across the Bay of Biscay to Southampton, and from thence by rail to London, and there shipped in either English or French bottoms to some port in France. Could anything be more absurd? The price your people pay for this folly is well illustrated by the startling fact that in 1860 France imported from the United Kingdom 3,000,000 lbs. of silk, 4,000,000 lbs. of coffee, 16,000,000 lbs. of wool, and 116,000 cwt. of cotton, not an ounce of any of these articles having been produced in this country.

For the protection and "benefit" of your shipowners, which is purely imaginary, as I will show, your people were compelled to pay greatly enhanced prices upon an enormous quantity of articles necessary for their existence.

A few facts will now suffice to prove that your shipowners have not profited by

protection any more than our shipowners when they were under the guardian care of the State.

Your coasting trade is confined strictly to French vessels. The vessels of all other nations are actually prohibited from entering it. In that trade there were entered and cleared in 1850, 2,447,556 tons of shipping. In 1860, 2,917,823 tons were entered and cleared. In your trade with the United Kingdom your shipowners have had to contend on equal terms with the owners of British shipping, yet what are the results? In 1850 there were entered and cleared in that trade 594,640 tons of French shipping, cargoes and ballast, but in 1860 the entrances and clearances of your own shipping in the same trade had increased to 1,017,617 tons. Thus, while the vessels in your closely-protected trade increased 20 per cent., those engaged in the unprotected trade were nearly all doubled!

I fear I weary you with figures, but allow me to give one more instance of the pernicious effects of a protective policy on both English and French shipping as shown by a return of the tonnage of ships built for or otherwise added to the merchant navies of the United Kingdom and France in the following years:—

To the United Kingdom.		*To France.*	
	Tons.		Tons.
In 1842	129,929	In 1842	30,923
1849	117,953	1849	32,223
1850	133,695	1850	43,474
1860	211,968	1860	43,192

These figures speak for themselves. The comparative annual progress of the shipping of both countries was not worthy of notice during the first period when both were protected by the laws of the respective countries. You made a start when between 1849 and 1850 our Navigation Laws were repealed, but when the impetus which that repeal gave to our commerce came into play, and when our shipowners felt that they had to depend upon themselves, and not upon the State, we shot ahead at an amazing rate during the second period, while the annual increase of your shipping remained stationary.

When in Paris last month I had occasion to converse with many of your merchants and others in regard to the effect produced by the recent Commercial Treaty. They were satisfied, but they felt that something more was wanted, though they could not exactly say what it was. Now, though both countries have every reason to be much satisfied with that Treaty, the want is to me very apparent. Free navigation must accompany freedom of commerce. The ramifications of commerce are so numerous and the competition so close that the slightest hindrance to its natural flow, or the smallest increase of freight, either retards, paralyses, or destroys vast branches of it. The trade which your people are now carrying on with England and its colonies and possessions is greatly retarded by the restrictions of the Navigation Laws. The produce of France which we buy is not in all cases paid for by the produce or manufactures of this country. We wish you to take in exchange for your wines and for the other productions of France which we require and you desire in many cases to receive in payment for those productions, the produce of our colonies and possessions, but your Navigation Laws raise, as I have shown, the price of all such importations, so as to affect, most unfavourably for your people, the conditions of exchange, and consequently our commercial intercourse with each other is much more limited than it would be under a system of free navigation. I most sincerely trust that these restrictions may soon be removed; I do so not merely on account of my countrymen, but for the benefit of your people, who will be large gainers by the change.

We were the first nation, I regret to say, to raise barriers to free intercourse with other nations. It was Great Britain which first set up laws to dictate the course which the ships of other nations should follow upon the ocean, meant to be free for the use of mankind. We maintained that wretched policy for centuries to the injury of others, but not to our own gain. At last we discovered that the poverty of our neighbours did not enrich ourselves. The game of "beggar your neighbour" was found to be a most unprofitable one. Twelve years ago we changed our policy, and I have given you an outline of the happy results. Your country is still playing that game, but I think the day is not far distant when your enlightened monarch will sweep away all the ancient barriers which hamper his commerce, and thus give to his people that freedom of intercourse which, while it tends to promote peace and goodwill, cannot fail to develop to an extent hitherto unknown the vast natural resources of your country.

I am, &c.

(Signed) W. S. LINDSAY.

Inclosure 3 in No. 73.

Sir J. Emerson Tennent to Mr. Lindsay, M.P.

Office of Committee of Privy Council for Trade,
Whitehall, July 3, 1862.

Sir,

I AM directed by Mr. Milner Gibson to thank you for your letter of the 27th June, inclosing a copy of a correspondence between the French Consul-General in this country and yourself on the subject of the approaching inquiry into the operation of the French Navigation Laws by the "Conseil Supérieur du Commerce" at Paris.

Mr. Gibson has read the letter which you have addressed to M. Fleury with much interest, and thinks that the statements which it contains place in a very striking light the advantages which France might expect to derive from the removal of restrictions upon navigation.

With reference to your request that Mr. Mallet should be allowed to accompany you to Paris, where you state that you may be required to remain during a considerable part of the time during the "Conseil" is sitting, I am to say that Mr. Gibson fears that it will not be possible at the present time to dispense with that gentleman's services at the Board of Trade for this purpose; but that if the "Conseil" should desire to receive his evidence upon the results of the repeal of the Navigation Laws in this country, Mr. Gibson would have no objection to his proceeding to Paris for a few days with that object.

I am to add that Mr. Gibson will be most happy to place at your disposal any statistics or other information in the possession of the Board of Trade connected with this question which you may require.

I have, &c.
(Signed) J. EMERSON TENNENT.

Inclosure 4 in No. 73.

Mr. Lindsay, M.P., to Sir J. Emerson Tennent.

8, *Austin Friars, City, July* 4, 1862.

Sir,

I HAVE before me your letter of the 3rd instant, and I am pleased to learn that Mr. Gibson is of opinion that the letter which I addressed in reply to the communication received from the French Consul-General places in a striking light the advantages which France might expect to derive from the removal of restrictions upon navigation.

I will communicate to M. Fleury the name of Mr. Mallet, with that of other gentlemen who are competent to give valuable evidence before the "Conseil Supérieur du Commerce" at Paris.

I am, &c.
(Signed) W. S. LINDSAY.

Portugal.

No. 74.

Viscount Palmerston to Mr. Howard.

Sir, *Foreign Office, August* 13, 1849.

I TRANSMIT to you herewith a copy of the Act passed during the last Session of Parliament to amend the British Navigation Laws; and I have to acquaint you that Her Majesty's Government are of opinion that it would be expedient to take advantage of the opportunity afforded by the passing of this Act to endeavour to obtain from the Portuguese Government a remission of the discriminating duties imposed upon British vessels in the Portuguese dominions.

I have accordingly to instruct you to call the attention of the Government of Portugal to the very liberal footing on which Great Britain is prepared to place the navigation of all States which are disposed to treat her shipping in a corresponding spirit, and you will draw the attention of the Portuguese Government to the circumstance that from the 1st of January next the vessels of all countries, in respect of which Orders in Council may not have been issued under the 10th and 11th sections of the Act, will be admitted to all the privileges of British shipping, except in the coasting trade.

You will further express to the Portuguese Government the hope of Her Majesty's Government that, in consideration of the free admission of Portuguese vessels to all the benefits of the Act in question, those provisions of the Treaty of July 3, 1842, which relate to direct voyages between this country and Portugal will be extended to indirect voyages likewise, so that in all trade with the Portuguese dominions, British vessels and their cargoes may be chargeable only with the same duties as Portuguese vessels.

You will further urge the Portuguese Government to remove the restrictions imposed upon British vessels engaged in the trade with the Portuguese possessions in China and in India.

I am, &c.
(Signed) PALMERSTON.

No. 75.

Mr. Howard to Viscount Palmerston.—(Received September 3.)

My Lord, *Lisbon, August* 26, 1849.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 13th instant, instructing me to call the attention of the Portuguese Government to the very liberal footing on which Great Britain is prepared to place the navigation of all States which are disposed to treat her shipping in a corresponding spirit; and to draw the attention of the Government of Her Most Faithful Majesty to the circumstance that from the 1st of January next the vessels of all countries, in respect of which Orders in Council may not have been issued, under the 10th and 11th sections of the Act, will be admitted to all the privileges of British shipping, except in the coasting trade; and I have to inform your Lordship that I have presented to Count Tojal a note to the above effect, expressing at the same time the hope of Her Majesty's Government that the provisions of the Treaty of July 3, 1842, which relate to direct voyages between Great Britain and Portugal, will be extended to indirect voyages likewise, and that the restrictions now imposed upon British vessels engaged in the trade with the Portuguese possessions in China and in India will be removed.

From the tenour of Count Tojal's remarks when I spoke to him upon this subject, I cannot, I am sorry to say, hold out the hope that the Portuguese Government are likely to propose any considerable relaxations in their Navigation Laws. Portuguese shipping is entirely dependent, Count Tojal observed, upon the restrictions imposed upon British shipping in the indirect voyages being maintained; and if they are abolished, not one Portuguese vessel would, in his opinion, be employed in bringing African produce or produce from the Cape Verd Islands to this country. British shipping, as offering both greater cheapness and greater security, would be always preferred; and consequently any change in this respect in the Portuguese Navigation Code would be the ruin of the national shipping interest.

I remarked to his Excellency that the present Bill was framed with the intention of placing vessels of all nations upon a footing of more perfect equality; but that Her Majesty's Government not unnaturally entertained the expectation that their advances would be met in a spirit of corresponding liberality; and that if they were not met in such a spirit, it would be for Her Majesty's Government to decide how far a State acting in such a manner would thereby deprive itself of the advantages to which that State would be otherwise entitled.

Count Tojal concluded the conversation by observing that he had given much of his attention to this subject, and that he hoped before long to be able to submit to me a proposal which he trusted would meet with the approval of Her Majesty's Government.

A copy of the note which, in obedience to your Lordship's orders, I have addressed to Count Tojal is herewith inclosed.

I have, &c.
(Signed) H. G. HOWARD.

Inclosure in No. 75.

Mr. Howard to Count Tojal.

M. le Comte, *Lisbon, August* 25, 1849.

HER Majesty's Government being of opinion that in consequence of an Act passed during the last Session of Parliament to amend the British Navigation Laws, it would be expedient at the present moment to ascertain what are the intentions of the Portuguese Government with respect to a remission of the discriminating duties imposed upon British vessels in the Portuguese dominions, I am instructed by Viscount Palmerston to call the attention of the Government of Her Most Faithful Majesty to the very liberal footing on which Great Britain is prepared to place the navigation of all States which are disposed to treat her shipping in a corresponding spirit; and I am desired at the same time to draw your Excellency's attention to the circumstance that, from the 1st of January next, the vessels of all countries, in respect of which Orders in Council may not have been issued under the 10th and 11th sections of the Act, will be admitted to all the privileges of British shipping, except in the coasting trade.

I am further directed to express to the Portuguese Government the hope of Her Majesty's Government that, in consideration of the free admission of Portuguese vessels to all the benefits of the Act in question, those provisions of the Treaty of July 3, 1842, which relate to direct voyages between Great Britain and Portugal will be extended to indirect voyages likewise, so that in all trade with the Portuguese dominions British vessels and their cargoes may be chargeable only with the same duties as Portuguese vessels. I have it, moreover, in command to urge the Government of Her Most Faithful Majesty to remove the restrictions imposed upon British vessels engaged in the trade with the Portuguese possessions in China and in India.

The new Act, as I have stated above, comes into execution on the 1st of January next. Her Majesty's Government will therefore doubtless be glad to be put in possession at your Excellency's earliest convenience, of the opinion of the Portuguese Government upon this important subject.

I avail, &c.
(Signed) H. G. HOWARD.

No. 76.

Mr. Howard to Viscount Palmerston.—(Received October 17.)

My Lord, *Lisbon, October 6, 1849.*

COUNT TOJAL submitted to me yesterday a proposal with respect to a modification of the Portuguese navigation laws which he said he had communicated to the Chambers of Commerce of Lisbon and Oporto, but to which he had not as yet received any answer.

His Excellency observed to me that he was anxious to remove as far as it was possible with a due regard to national interests the restrictions which were imposed upon foreign shipping engaged in trade with the Portuguese dominions, and with this object in view he had proposed to the Minister of Finance and to the Commercial Chambers above-mentioned the removal of all restrictions upon shipping trading between the mother-countries, so that, if his proposal was adopted, English vessels carrying cargoes of foreign produce from any port of Great Britain to Lisbon, Oporto, or any other port in Portugal, or in the Portuguese provinces (the Western Islands being considered, as your Lordship is aware, not as Colonies but as provinces of the Portuguese Crown), would be placed on the same footing as Portuguese vessels.

The 5* per cent. additional duty which is now levied upon all English vessels conveying cargoes not of the produce of the country to which the vessels belong, and trading with this country, would be thus done away with were Count Tojal's plan to be carried into execution.

In making this communication, Count Tojal requested me to consider it as confidential, as he had not obtained the consent of his colleagues to the proposal, but as he had deemed such an alteration of the existing Navigation Code would be equally beneficial to both countries, he was desirous, he said, that the policy which Her Majesty's Government had adopted should be met as far as it was possible in a spirit of corresponding liberality. I told Count Tojal that I would not fail to report to your Lordship what he had stated to me, and that I did not doubt but that Her Majesty's Government would learn with satisfaction that British vessels trading with Portugal and her provinces would, were his Excellency's plan to become law, be chargeable only with the same duties as Portuguese vessels.

I felt it, however, right to remind his Excellency that in the note which I addressed to him on the 25th of August last I was desired not only to express the hope of Her Majesty's Government that the provisions of the Treaty of the 3rd July, 1842, which relate to direct voyages between Great Britain and Portugal, would be extended to indirect voyages likewise, but that the restrictions imposed upon British vessels engaged in the trade with the Portuguese possessions in China and in India would be also removed.

In concluding the conversation, Count Tojal remarked that with respect to the coasting trade (under which term is comprehended the trade carried on with all the Portuguese Colonies) it would in his opinion be difficult, if not impossible, for the Government to propose any alterations, Portuguese shipping was dependent upon that trade, and were foreign vessels to be admitted to a share of it, that admission would in his opinion prove fatal to national interests.

Although Count Tojal submitted to me the above proposal as solely emanating from himself, I should be inclined to believe that it must have been sanctioned by the approval of the President of the Council.

I have, &c.
(Signed) HY. HOWARD.

No. 77.

Mr. Howard to Viscount Palmerston.—(Received November 5.)

My Lord, *Lisbon, October 27, 1849.*

COUNT TOJAL alluded in conversation yesterday to the proposal he had made respecting a partial modification of the Portuguese navigation laws, which I had the honour to submit to your Lordship in my despatch of the 6th instant.

His Excellency expects that Lisbon will become a great depôt for Brazilian sugars. The climate, he said, is cool compared with the Brazils; and the warehouses, in

* This should be 20. (See Mr. Howard's despatch of October 27, p. 143.)

which foreign produce may remain during two years rent-free, are so admirably constructed that Brazilian sugars may be kept in a perfect state of preservation upwards of eight years, whereas at Rio sugars cannot be kept in depôt beyond seven or eight months, after which time they again become molasses.

Count Tojal entertains sanguine expectations that he will be able to induce his colleagues to enter into his views should Her Majesty's Government be disposed to accede to his proposal.

One-fifth more duty is levied upon British vessels and their cargoes trading indirectly than upon those which trade directly from any port of Great Britain to any port in Portugal.

I again allude to this difference between the indirect and direct voyages in consequence of my having erroneously stated in my despatch of the 6th instant that British vessels carrying cargoes of foreign produce and trading with Portugal were chargeable with 5 per cent. additional duty. I ought to have written, and I beg to apologize for the error, not 5 per cent., but 20 per cent., additional duty.

I have, &c.
(Signed) HY. HOWARD.

No. 78.

Viscount Palmerston to Mr. Howard.

Sir, *Foreign Office, January* 28, 1850.

HER Majesty's Government have had under their consideration your despatches of the 6th and 27th of October, 1849, reporting what Count Tojal had stated to you respecting the modifications which he wished to introduce into the Portuguese navigation laws; and I have to inform you in reply that Her Majesty's Government feel some difficulty in giving such an opinion as Count Tojal may expect as to the merits of his Excellency's proposal.

I have, however, to instruct you to state privately and confidentially to Count Tojal, that Her Majesty's Government consider that the concessions which his Excellency proposes to make to British shipping are not altogether equivalent to the advantages which Portuguese shipping will probably derive from the alteration of the navigation laws of England; but that if British ships were admitted to an entire equality with Portuguese ships in the foreign trade of Portugal and of her dependencies, Her Majesty's Government would probably be willing to recommend Her Majesty not to restrict in any manner the privileges of Portuguese vessels in this country or in the British Colonies, notwithstanding the continued reservation of the Portuguese Colonial trade to national shipping.

You will further acquaint Count Tojal that if the Government of Portugal decides upon relieving British vessels from all differential charges in the foreign indirect trade, Her Majesty's Government will relieve Portuguese vessels from the differential dues now payable by them to private corporations in this country, in respect of indirect voyages with cargoes. But this exemption can only be granted to Portuguese vessels by means of a new Treaty to that effect.

You will be careful not to make any formal or official communication to the Portuguese Government on this matter.

I am. &c.
(Signed) PALMERSTON.

No. 79.

Mr. Howard to Viscount Palmerston.—(Received February 25.)

My Lord, *Lisbon, February* 18, 1850.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 28th ultimo, and I have to acquaint you that I have stated privately and confidentially to Count Tojal the views which Her Majesty's Government take with respect to the modifications which his Excellency was desirous of introducing into the Portuguese navigation laws.

After listening attentively to the observations contained in your Lordship's despatch, his Excellency said that he was aware that the concessions which he proposed to make

were not to be considered as altogether equivalent to the advantages which Portuguese shipping would possibly derive from the alteration of the navigation laws of England; they were, however, a step in the right direction, and it was in such a light that he trusted they would be viewed by Her Majesty's Government. He could not, he said, hold out the hope that the policy which had been adopted by the United States and by Sweden, in admitting British ships to a perfect equality with national ships, would be for the present imitated by Portugal. The Portuguese carrying trade was now almost entirely confined to the Brazils, and that trade (if British vessels carrying cargoes of Brazilian produce were placed in Portuguese ports upon the same footing as Portuguese vessels) would be, in his opinion, completely ruined. No Minister, he was convinced, would dare to advocate in the Cortes any such alteration in the Portuguese navigation code.

I observed to his Excellency that a few years ago the liberal policy which had been adopted in England would have been deemed as equally injurious to national interests as his Excellency seemed to apprehend it would be in his country; the fears, however, of those who predicted ruin from these innovations were shown to be illusory, and if such were the result in a country where trade flourished even under a system of restriction, it might fairly be urged that the same experiment would be attended with equal, if not greater, chances of success in a country where trade was not in the same prosperous condition. I was, however, I said, desirous of especially calling his Excellency's attention to one point, namely, to the impossibility in which I conceived Her Majesty's Government to be placed of not making a distinction between a country which meets the policy of the British Government in a spirit of corresponding liberality and one in which no such spirit is shown.

His Excellency concluded the conversation by remarking that America was in a position to compete with England for the carrying trade of the world, and that she had therefore everything to gain by imitating the liberal policy of England; Portugal was, however, in no such position. He was, therefore, he said, unable to make any other proposal than the one which he had already submitted to me, and which I had the honour to report to you in my despatch of the 6th of October last.

I have been careful not to make any formal or official communication to the Portuguese Government on the subject to which your Lordship's despatch of the 25th of January refers.

I have, &c.
(Signed) HY. HOWARD.

No. 80.

Viscount Palmerston to Mr. Howard.

Sir, *Foreign Office, March* 6, 1850.

I HAVE received your despatch of the 18th of February, reporting a conversation which you have had with Count Tojal, respecting his Excellency's proposals for a modification of the Portuguese Navigation Laws; and I have to acquaint you that Her Majesty's Government approve the language which you held to Count Tojal on that occasion.

I am, &c.
(Signed) PALMERSTON.

No. 81.

Viscount Palmerston to Sir R. Pakenham.

Sir, *Foreign Office, July* 15, 1851.

I HAVE to refer you to the correspondence which passed at the end of 1849 and early in 1850, between the British and Portuguese Governments, on the subject of certain proposals made by the Government of Portugal for modifying the Portuguese navigation laws, and to state to you that I have received from the Board of Trade a letter, stating the desire of the Board to be informed whether the Portuguese Government have any intention of relaxing in favour of British shipping the stringent regulations of the navigation laws of Portugal.

I have to instruct you to refer the present Portuguese Minister for Foreign Affairs to the communications which took place on this subject in 1849 and 1850 between Mr. Howard and Count Tojal, and to ask the Portuguese Minister whether the Govern-

ment of Portugal have any intention of modifying the provisions of the Portuguese navigation laws.

I am, &c.
(Signed) PALMERSTON.

No. 82.

Sir R. Pakenham to Viscount Palmerston.—(Received August 3.)

My Lord, *Lisbon, July 28, 1851.*

I HAD the honour, on the 22nd instant, to receive your Lordship's despatch of the 15th of July,

In fulfilment of the instructions contained in that despatch, I have addressed a note to the Portuguese Minister for Foreign Affairs, referring his Excellency to the correspondence which took place in 1849 and 1850 between Her Majesty's Chargé d'Affaires and Count Tojal on the subject of the navigation laws of Portugal,* and requesting him to acquaint me whether it be the intention of the Government of Portugal to modify in any way the provisions of those laws.

I have, &c.
(Signed) R. PAKENHAM.

No. 83.

The Earl of Malmesbury to Sir R. Pakenham.

Sir, *Foreign Office, August 28, 1852.*

WITH reference to your despatch of the 28th of July, 1851, I have to instruct you to ask the Portuguese Minister for Foreign Affairs to answer the note which you addressed to his Excellency, requesting to be informed whether the Government of Portugal had any intention of modifying the provisions of the Portuguese navigation laws.

I am, &c.
(Signed) MALMESBURY.

No. 84.

Sir R. Pakenham to the Earl of Malmesbury.—(Received September 24.)

My Lord, *Lisbon, September 18, 1852.*

I HAD the honour on the 11th of this month to receive your Lordship's despatch of the 28th of August.

In obedience to the instructions contained in it, I have addressed a note to the Portuguese Minister for Foreign Affairs, requesting his Excellency to be so good as to answer the inquiry contained in a note, which, under similar instructions from Her Majesty's Government, I addressed to his Excellency in July 1851, respecting the intentions of Her Most Faithful Majesty's Government, with regard to any modification of the existing navigation laws of Portugal.

I have repeatedly reverted to this subject in conversation with the Minister for Foreign Affairs, and the Minister of Finance, and have always been told that the moment had not yet arrived for taking into consideration that branch of their commercial system, among the various reforms that had been for some time in contemplation; but that in process of time it should receive due attention.

Her Majesty's Government are already aware that the navigation laws of this country are not based upon the principle of extreme restriction or exclusion; the only restriction now in force as relates to England being; first, the coasting trade, which, as with ourselves, is exclusive reserved to national vessels; secondly, the inter-colonial trade, and the trade between the mother-country and the Colonies, which are in like manner reserved to national vessels; thirdly, with regard to the trade with Asia. No article the produce of India or China can be imported into this country for consumption from a third country, nor directly, in other than a Portuguese vessel, but an important relaxation of this restriction was lately made, as I had the honour to report in my despatch of the 8th of August, with respect to the article of tea, which may now be imported from any part of the world, on payment, it is true, of one-fifth additional duty if imported in any but a Portuguese vessel.

* Laid before Parliament in 1850.

This same additional duty is exacted on all articles, the importation of which is permitted from a third country, which is perhaps the provision of the Portuguese navigation system, which Her Majesty's Government would more particularly wish to see reformed, as being most at variance with the principle of perfect freedom and equality, upon which, it is desired that the trade of England with all nations of the world should be carried on.

It is principally, I believe, on account of the trade with Brazil, that this distinction in favour of the national flag is still kept up. The circumstances of the two countries being in many respects the same, Portugal and Brazil meet each other upon nearly equal terms in this branch of the carrying trade, and, the vessels of other countries being excluded by the additional duty of one-fifth, a monopoly of the trade between the two countries is thus secured.

In the trade with other countries I do not believe that the differential duty produces to the navigation of Portugal any important advantage.

There are it is true, some vessels under the Portuguese flag engaged in the trade between this port and Liverpool, but I think this can scarcely be considered as *bonâ fide* Portuguese navigation, inasmuch as the vessels in question are owned to a great extent by British subjects, who, to avoid the differential duty on articles the produce of a third country, which they carry from Liverpool to this country, find their account in sailing their vessels under the Portuguese flag. I should add that the vessels of which I speak being built in this country, Portugal gains by this artificial system all the advantage attending the building and equipment of the vessels so employed.

I have, &c.
(Signed) R. PAKENHAM.

No. 85.

The Earl of Malmesbury to Sir R. Pakenham.

Sir, *Foreign Office, October* 11, 1852.

I TRANSMIT, for your information, the accompanying copy of a letter from Mr. S. J. Nail and others, complaining that differential duties are levied in Portuguese ports on goods imported in British vessels, in violation of the Treaty of July 1842.

I likewise inclose a copy of the answer which I have caused to be returned to the above-mentioned letter; and, in conformity with what has been stated to Mr. Nail, I have to instruct you to report to me on what grounds the cargo of rice of which he speaks was refused admission into Portugal, and also to furnish me with correct information respecting the differential duties of 20 per cent. which it is alleged that the Portuguese impose on Colonial produce imported from this country into Portugal in British ships.

I am, &c.
(Signed) MALMESBURY.

Inclosure 1 in No. 85.

Mr. S. J. Nail and others to the Earl of Malmesbury.

London August 20, 1852.

The Memorial of the undersigned Merchants, Shipowners, and others interested in the trade with Portugal.

May it please your Lordship,

BY a Treaty of Commerce and Navigation between Her Majesty and the Queen of Portugal, signed at Lisbon July 3, 1842, the object of which is therein declared to be "to maintain and draw still closer the ties of amity which have so happily subsisted between the Crowns of Great Britain and Portugal, and also to encourage and extend the commercial intercourse between their respective subjects," it is agreed (Article IV), "there shall be reciprocal liberty of commerce and navigation between the subjects of the two High Contracting Parties; and the subjects of the two Sovereigns, respectively, shall not pay in the ports, harbours, roads, cities, towns, or places whatsoever in either kingdom, any other or higher duties, taxes, rates, or imposts, under whatsoever names designated or included, than those which are paid by the subjects or citizens of the most favoured nation."

From the preamble of this Treaty above recited, and the Article just quoted, it is

reasonable to infer that the ships of both nations, and the goods imported therein, are entitled to be placed on precisely the same footing in both countries, and we trust your Lordship will take this view of it. But our ancient ally, Portugal, does not so interpret it, for up to the present period a differential duty of 20 per cent. is imposed on all foreign or colonial goods imported from this country into Portugal in British ships, while the same goods imported into Portugal in Portuguese vessels are admitted at the same rate of duty as if imported direct from the countries of which they are the produce or manufacture, in direct violation, as we respectfully submit, of the said Treaty; Articles V, VI, VIII, IX, and XIII of which appear to us quite conclusive on the point. In proof of this part of our case we beg to state that early in the present year a large parcel of rice was shipped from London for Oporto in a British vessel, and was refused admission on the alleged ground that being the produce of our Eastern Colonies it was prohibited, while a Portuguese ship may load a cargo of produce from Madras or any other of our Colonial Possessions and would be admitted without demur.

To illustrate our case still further we beg to inform your Lordship that it is the usual course for our merchants to receive instructions not to ship in a British vessel if there is any prospect of a Portuguese taking the berth. This obstruction to our trade presented itself very strongly in the month of May last, when the English schooner "Mincarlo" was placed on the berth for Oporto, and had secured the promise of an entire cargo of saltpetre, hemp, flax, and other goods, but the Portuguese ship "Desengano" arriving from the Azores, she was immediately placed in opposition to the "Mincarlo," and the merchants who some time previous had promised to ship in the English vessel, were obliged, solely in consequence of the differential duties, to ship in the Portuguese vessel, taking not only foreign and colonial goods, which it is contended by Portugal they had a right to the preference of, but all our British manufactures which happened to form part of the same order (for it must be obvious to your Lordship that the present state of commerce will not admit of any wasteful expenses, which would necessarily arise if a shipment was divided between two vessels, involving a separate set of documents to each); and until the "Desengano" was full not an ounce of freight could be obtained for the "Mincarlo," whereby shé not only suffered the loss of a good freight, but was detained one month longer than she otherwise would, by which all her future arrangements were frustrated.

Precisely the same circumstances exist at the present time. Two regular traders of many years standing, are now, and have been for some time, on the berth for Oporto, but in consequence of a Portuguese ship of 348 tons called "Amphistrite," having been placed in competition with them there is no hope of their obtaining any freight until she is despatched. Yet this vessel was admitted here on the same terms as an English ship, although laden with a cargo of sugars from the Brazils, the said sugars being neither the produce of, nor imported from, a Portuguese Colony or settlement.

To prove to your Lordship how seriously these differential duties operate to our prejudice, we need only point to three or four articles, in which, among many others, they amount to a prohibition as respects English vessels. The differential duty on logwood is 3*s.* 7*d.* per ton; on flax and saltpetre 21*s.* 7*d.* per ton; on hemp, 14*s.* per ton; the freight upon these articles being from 15*s.* to 20*s.*, so that in the case of flax and saltpetre it exceeds the freight. As to the logwood and saltpetre there surely cannot be any pretenec for the difference of duty, seeing that those articles come from our Colonies.

Believing that the injustice of which we complain will not be permitted to exist any longer, but that the Portuguese Government will, upon the representation of your Lordship, at once remove all differential duties and restrictions which now operate so prejudicially to British interests. We forbear to dwell upon the conduct of this country in its endeavours by every possible means to "encourage and extend the commercial intercourse of the whole world," by a policy which it was hoped would have induced other nations to follow our example: and relying on the justice of our case we respectfully but earnestly implore your Lordship's powerful influence to obtain for us that which we contend is the true spirit of the Treaty with Portugal—perfect reciprocity of commerce and navigation.

We have, &c.

(Signed) SAML. JOHN NAIL,
9, *St. Benet's Place, Gracechurch Street.*
(And 79 others.)

N.B.—By a Decree of the Portuguese Government, published in "Diario do Governo," 6th August instant, the duty on tea is reduced from 340 reis to 160 reis per lb., and may be imported from any place under any flag, but if imported in a British ship from England will be subject to 20 per cent. additional duty.

Inclosure 2 in No. 85.

Lord Stanley to Mr. S. J. Nail and others.

Sir, *Foreign Office, September* 27, 1852.

I AM directed by the Earl of Malmesbury to acquaint you that he has had under consideration the Memorial, signed by you and by seventy-nine other mercantile houses, addressed to his Lordship on the 20th ultimo, in which you complain that certain differential duties are levied in Portuguese ports on goods imported in British vessels; duties alleged by you to be exacted in violation of the Treaty of July 1842 between this country and Portugal.

After quoting part of the preamble and the IVth Article of this Treaty, providing for reciprocal liberty of commerce, and for the treatment of "the most favoured nation" in the ports of the two countries respectively, you infer therefrom that the ships of both countries, and the goods imported in them, are entitled to be placed on precisely the same footing in both countries, that is to say, on the national footing, and you complain that Portugal violates the Treaty by levying a differential duty of 20 per cent. on all foreign and Colonial goods imported from this country into Portugal in British ships, while the same goods imported from this country in Portuguese ships are admitted at the same rate of duty as if imported direct from the countries of which they are the produce. And you likewise appeal to Articles V, VI, VIII, IX, and XIII of the Treaty of 1842 as establishing your view of the case, namely, that the above-mentioned differential duty is exacted in breach of Treaty stipulations.

I am directed by the Earl of Malmesbury to state to you in reply that the memorialists appear to his Lordship to be under misapprehension as to the effect of the various Articles of the Treaty cited or referred to by them, and that the particular instances which they give of alleged illegal charges do not substantiate their complaint.

The IVth Article of the Treaty does not, as the memorialists suppose, stipulate for the admission of the ships of either country and the goods on board of them into the ports of the other country upon the same footing as national vessels; but the IVth Article merely places the ships and goods of the one country in the ports of the other on the footing of most favoured nation.

Provided, therefore, that British vessels and goods are placed on the same footing as those of the most favoured nation trading with Portugal, or, in other words, provided that the differential duty complained of is imposed upon all foreigners equally and without exception, there is nothing in Article IV to prevent Portugal from favouring her own vessels in the manner that is complained against.

The Vth Article of the Treaty of 1842 applies to vessels only, and not to goods.

The VIIIth and IXth Articles apply to the duties chargeable on ships and goods imported into or exported from the Colonies of either country, and not to those chargeable in the ports of the two countries themselves, and these Articles have no bearing, therefore, upon the present question; neither has the XIIIth Article, which merely allows British goods to be warehoused in certain Portuguese ports, in the same manner as Portuguese goods are warehoused in warehousing ports in England.

The VIth Article of the Treaty of 1842, which is the only one upon which any doubt arises, provides that all "goods the growth, produce, or manufacture of their respective possessions, which can be legally imported into either country from the other in ships of that other country, shall, when so imported, be subject to the same duties, whether they be imported in ships of the one country or in ships of the other;" a differential duty, therefore, cannot be levied in the ports of Portugal on any goods the growth, produce, or manufacture of Great Britain or her possessions which may be legally imported in British vessels, without an infraction of the Treaty. The only instance, however, given by the memorialists in support of their statement that such a duty is levied in Portugal, is the case of a cargo of rice which they say was refused admission altogether, on the ground that it was the produce of our Eastern Colonies, and was prohibited.

Now supposing it to be true that by the law of Portugal the importation of Asiatic goods from Europe, Africa, or America in foreign ships is absolutely prohibited, the VIth Article, which applies only to such goods "as may legally be imported into either country from the other in ships of the other country," would not apply to this case, inasmuch as the rice would not be (in the words of the VIth Article) "goods which can legally be imported," and its exclusion would not have been in violation of the Treaty.

Her Majesty's Government will, however, instruct Sir Richard Pakenham, Her Majesty's Minister at Lisbon, to ask the Portuguese Government upon what grounds the cargo of rice in question was refused admission into Portugal; and the British Minister will be directed

also to report upon the subject of the differential duty of 20 per cent., which the memorialists state is imposed on Colonial produce (if by that expression is meant goods the growth, produce, or manufacture of British Colonies or Possessions) imported from this country into Portugal in British ships, notwithstanding the provisions of the VIth Article.

Her Majesty's Government regret the unfair competition to which the memorialists allege that British vessels are exposed by reason of the differential duties imposed in Portugal on goods imported in British vessels, whilst goods in Portuguese vessels are admitted into this country upon the same footing as in British vessels; and Lord Malmesbury directs me to state that no effort on the part of Her Majesty's Government shall be wanting to relieve the memorialists from this unequal competition.

I am, &c.
(Signed) STANLEY.

No. 86.

Circular to Her Majesty's Diplomatic Agents abroad.

Foreign Office, March 13, 1854.

HER Majesty's Government having introduced into Parliament a Bill for opening the coasting trade of the United Kingdom to the ships of all nations, they are desirous of calling the attention of foreign Governments to the advantages which may be likely to result to the trading interests of countries with which they are in friendly alliance, from giving to British vessels in foreign ports the same privilege which it is proposed to grant to foreign vessels in British ports.

In proportion as freedom of commerce has been extended in this country, trade has increased; and the result of the alteration in the British navigation laws has been that while the number and tonnage of ships belonging to the United Kingdom has annually increased, that augmentation has not kept pace with the wants of the trade.

Her Majesty's Government are disposed to consider that the greater the facilities given in the United Kingdom to foreign trade, the greater will be the benefit to this country; and if this be true as regards Great Britain, it must be equally true that a similar system would be beneficial to other countries.

You will accordingly invite the Government to which you are accredited to throw open its coasting trade to the British flag, and thus to reciprocate the advantages which its vessels will obtain in British ports,

I am, &c.

No. 87.

Sir R. Pakenham to the Earl of Clarendon.—(Received April 15.)

My Lord, *Lisbon, April* 8, 1854.

I HAVE the honour herewith to submit a copy of a note which I addressed to the Portuguese Minister for Foreign Affairs, inclosing a copy of your Lordship's circular despatch of the 13th March, in which is announced the important measure of opening the coasting trade of the United Kingdom to the ships of all nations, and, in fulfilment of your Lordship's instructions, inviting this Government to adopt an equally liberal and enlightened policy, and thus to reciprocate the advantages which Portuguese vessels will now enjoy in British ports.

I have, &c.
(Signed) R. PAKENHAM.

Inclosure in No. 87.

Sir R. Pakenham to Viscount d'Athoguia.

Lisbon, April 6, 1854.

THE Undersigned, &c., has the honour herewith to inclose, for the information of Her Most Faithful Majesty's Government, a copy of a despatch which he has just received from his Government announcing the adoption of a most important measure to the trade and navigation of the world—the opening of the coasting trade of the United Kingdom to the ships of all nations.

The Undersigned is instructed to invite the attention of the Portuguese Government to the advantages which have resulted to the trade and industry of England from the liberal measures introduced of late years with reference to commerce. Her Majesty's Government entertain the deliberate conviction that the same success which has followed the adoption of this policy in England and the British possessions would with equal certainty attend its adoption in other countries.

For which reason the Undersigned is instructed to express the hope that Her Most Faithful Majesty's Government will take into their consideration the unlimited freedom now enjoyed by all nations engaged in trade with Great Britain with every prospect of the happiest result, as well as the advantages which Portugal could not fail to reap from the adoption of an equally liberal and enlightened policy.

The Undersigned, &c. (Signed) R. PAKENHAM.

No. 88.

The Earl of Clarendon to Mr. Paget.

Sir, *Foreign Office, August* 25, 1857.

WITH reference to my despatch of this day's date, I have to instruct you to call the attention of the Portuguese Government to the high differential duties levied at Loanda on goods exported thence in other than Portuguese bottoms.

I am, &c.
(Signed) CLARENDON.

No. 89.

Mr. Paget to the Earl of Clarendon.—(Received September 14.)

My Lord, *Cintra, September* 5, 1857.

WITH reference to your Lordship's despatch of the 25th of August, directing me to call the attention of the Portuguese Government to the differential duties levied on goods imported or exported at Loanda in other than Portuguese ships, I have the honour to transmit to your Lordship a copy of a note which I have addressed to the Marquis de Loulé on this subject, together with a copy of the extract from Mr. Gabriel's despatch which accompanied my note to the Marquis de Loulé.

I saw the Marquis de Loulé yesterday, and requested his early attention to this subject.

I have, &c.
(Signed) A. PAGET.

Inclosure 1 in No. 89.

Mr. Paget to the Marquis de Loulé.

M. le Ministre, *Lisbon, September* 4, 1857.

I HAVE the honour to transmit to your Excellency herewith an extract of a despatch dated the 11th of February, 1857, from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda, relative to the injury which is done to British interests by the high differential duties which are levied on goods imported to, and exported from, that Colony in other than Portuguese ships.

In bringing this subject under the notice of Her Most Faithful Majesty's Government, in compliance with the instructions which I have received from the Earl of Clarendon, I beg leave to call your Excellency's attention to the VIIIth and IXth Articles of the Treaty of Commerce and Navigation of the 3rd of July, 1842, which place British ships and the goods in them on a footing of equality with Portuguese ships in regard to importations to, and exportations from, the Portuguese Colonies.

I avail, &c.
(Signed) A. PAGET.

Inclosure 2 in No. 89.

Mr Gabriel to the Earl of Clarendon.

(Extract.) *Loanda, February* 11, 1857.

IN the Province of Loanda the beneficial effects of the diminished state of the Slave Trade is seen by the great increase of legitimate commerce, notwithstanding that the restrictive policy of the Portuguese Government is sufficient to paralyze everything like active and energetic commercial enterprise.

It is impossible, my Lord, to exaggerate the evils of the duties at present imposed on foreign trade here, but one instance may suffice as an example of the whole.

The trade in orchella, which was introduced and established here about fifteen years since, was found to augment rapidly, and a different duty of exportatation was immediately levied upon it, as follows:—

If exported in Portuguese ships to Portuguese ports, 1*l.* 10*s.*; and 4*l.* per ton if exported in foreign vessels, or in Portuguese vessels to foreign ports.

The consequence is that that valuable article, which might otherwise have become a source of considerable industry and trade in this province, cannot be shipped in foreign vessels, but the limited quantity obtained is all exported to Lisbon in Portuguese bottoms.

The official value of the trade of Loanda last year was follows;—

	£
Imports	221,654
Exports	146,375

Of the former, 105,471*l.*, or 47·59 per cent. consisted of different articles of British produce and manufacture, principally cotton goods.

The aggregate amount of tonnage employed in the trade of this province during the past year was 14·039, and the relative proportion of goods imported under different flags as follows.—

	Per cent.
Portuguse	55·43
United States	32·34
English	11·20
French	1·13

The remarkable difference which these figures show between the amount of British tonnage, and the value of the British goods imported, is explained by the fact that in consequence of the heavy discriminating duties unwisely imposed on goods imported under foreign flags, the greater portion of the British manufactured goods employed in the trade of this country are received *viâ* Lisbon, in Portuguese vessels.

No. 90.

Mr. Howard to Lord J. Russell.—(Received December 3.)

My Lord, *Lisbon, November* 24, 1859.

WITH reference to Mr. Paget's despatch of the 7th of September, 1857, to the Earl of Clarendon, inclosing the copy of a note of the 4th of that month, which he addressed to the Marquis de Loulé, calling the attention of the Portuguese Government, by his Lordship's directions, to the differential duties levied on goods imported or exported at Loanda in other than Portuguese ships, I have the honour to transmit a copy and a translation of a note of the 18th instant, which I have received from the Duke of Terceira, as well as of a Report of the Colonial Board of the 13th of September last annexed to it, in answer to the representations contained in Mr. Paget's above-mentioned note.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure 1 in No. 90.

The Duke of Terceira to Mr. Howard.

Paço, 18 *de Novembro de* 1859.

COM referencia á nota que Mr. Paget dirigiu ão meu antecessor em data de 4 de Setembro de 1857, incluindo o extracto de um despacho do Commissario de Sua Magestade Britannica na Commissão Mixta em Loanda, ácerca dos prejuizos que diz ter soffrido o

commercio Britannico pelos direitos differenciaes impostos nas fazendas importadas e exportadas d'aquella provincia em navios estrangeiros, tenho a honra de communicar a vossa Senhoria que o Senhor Ministro da Marinha, em officio de 12 do corrente, me partecipa que sendo ouvido a este respeito o Conselho Ultramarino, o mesmo Conselho emittira o seu parecer em consulta de 13 de Setembro proximo passado, e que em presença da dita consulta, de que tenho a honra de remetter a vossa Senhoria a copia junta, e para a qual chamo a attenção de vossa Senhoria, não pode o Governo de Sua Magestade tomar resolução alguma no sentido da reclamação apresentada por parte do Governo de Sua Magestade Britannica.

Renovo, &c.
(Assignado) DUQUE DA TERCEIRA.

(Translation.)

Palace, November 18, 1859.

WITH reference to the note which Mr. Paget addressed to my predecessor under date of the 4th September, 1857, inclosing an extract of a despatch from the British Commissioner in the Mixed Commission at Loanda, relative to the losses which it is alleged the British trade has suffered, owing to the differential duties imposed upon merchandise imported into and exported from that province in foreign vessels, I have the honour to state to you that the Minister of Marine, in a despatch of the 12th instant, informs me that the Colonial Board, having been consulted upon this subject, have given their opinion in a Report dated the 13th of September last, and that, in view of this report, of which I have the honour herewith to transmit you a copy, and to call your attention to it, His Majesty's Government cannot take any decision in the sense of the claim put forward on the part of Her Britannic Majesty's Government.

I renew, &c.
(Signed) DUKE OF TERCEIRA.

Inclosure 2 in No. 90.

Report of Colonial Board on Differential Duties at Angola.

Senhor,

EM Portaria de 12 de Setembro de 1857, foi ordenado ão Conselho Ultramarino que consultasse sobre a materia da nota do Encarregado de Negocios d'Inglaterra nesta Corte de 4 do mesmo mez, cuja traducção accompanhou o adjunto officio do Ministerio dos Negocios Estrangeiros datado do dia immediato.

Na mencionada nota foi transmittido ão Governo de vossa Magestade para seu conhecimento, e por ordem do Governo Britannico, o extracto de um despacho com data de 11 de Fevereiro de 1857, em que o Commissario Britannico interino em Loanda, referindo-se especialmente aõs direitos estabelecidos para a exportação da urzela de Angola, representou ão seu Governo o prejuizo que diz provir ão commercio Inglez dos que ali são impostos as mercadorias importadas debaixo de bandeira estrangeira, e para dar mais força a esta representação chamou o dito Encarregado de Negocios a attenção do mesmo Governo de vossa Magestade para os Artigos VIII e IX do Tratado de Navegação e Commercio entre Portugal e a Gram Bretanha de 3 de Julho de 1842, dizendo que elles "poe os navios Britannicos e seus carregamentos no mesmo pé de igualdade em relação aõs navios Portuguezes quanto á importação e exportação das Colonias Portuguezas."

Executadas pontualmente, como tem sido, segundo consta a este Conselho, as estipulações dos referidos Artigos, e pelo que respeita particularmente á urzela, havendo a carta de Lei de 6 de Julho de 1849, permittido a exportação deste genero das provincias ultramarinas para paizes estrangeiros mediante um direito que foi ultimamente fixado com relação a Provincia d'Angola, sem distincção entre navios nacionães e estrangeiros, no caso de exportação para paizes estrangeiros, pelo Decreto de 22 de Dezembro de 1852, que modificou as anteriores disposições, não se pode suppor que o Governo Britannico tivesse em vista, mandando dirigir ão de vossa Magestade a nota de que se trata, senão obter para as mercadorias Britannicas importadas em Angola directamente de portos Britannicos em navios da mesma nação, a vantagem de pagarem ali o direito que pagam as mercadorias estrangeiras re-exportadas de Lisboa para aquella provincia em navios nacionães.

Annuir porem a esta pretenção seria aniquilar completamente o commercio e a navegação nacionães entre a metropole e Angola, cujo incremento é por certo principalmente devido aõs direitos differenciães existentes; nem a igualdade estabelecida pelos citados Artigos VIII e IX do Tratado de 3 de Julho de 1842, entre os navios Britannicos e os Portuguezes, quanto aõs direitos de importação e exportação que devem respectiva-

mente pagar nas Colonias dos dois Estados, se pode considerar extensiva aõs navios Portuguezes que navegam entre Lisboa e Angola, tendo-se declarado pelo Artigo X do mencionado Tratado, "que as estipulações deste não se devem entender applicaveis á navegação e commercio de transporte entre um e outro porto situado nos dominios de qualquer das Partes Contratantes, se essa navegação e commercio de transporte for nesses dominios reservada por lei exclusivamente para os navios nacionães," e dispondo o Artigo 1,315 do Codigo Commercial que "o commercio entre os portos de Portugal, ilhas e dominios Portuguezes em qualquer parte do mundo só poderá ser feito em navios Portuguezes, quer por exportação quer por importação, e reciprocamente," o que tudo ja foi ponderado quando se expediu aõ Governador-Geral d'aquella Provincia a Portaria de 8 de Janeiro, 1849, como se infere do teor da mesma Portaria, pela qual foi confirmado o direito differencial estabelecido pelo dito Governador-Geral para as mercadorias e generos estrangeiros re-exportados das alfandegas do Reino. Nestes termos parece aõ Conselho—

Que a presente reclamação do Governo Britannico não pode ser attendida, e que a resolução de vossa Magestade deverá ser communicada aõ Governador-Geral de Angola com declaração de que ella e applicavel ás outras nações com que Portugal tem Tratados de Commercio similhantes aõ de 3 de Julho de 1842, com a Inglaterra.

Vossa Magestade porem mandará o que for servido.

Lisboa, em Conselho, aos 13 de Setembro de 1859.

JOAQUIM JOSÉ DIAS [illegible]
JOSE MARIA MARQUES
GUILHERME CYPRIANO DEMONY.

(Translation.)

Sire,

BY the Portaria of the 12th September. 1857, the Colonial Board was instructed to consult upon the subject of the note of the British Chargé d'Affaires at this Court dated the 4th of that month, a translation of which was inclosed in the despatch from the Foreign Department dated the following day.

With the said note was transmitted to your Majesty's Government, for their information, and by order of the British Government, an extract of a despatch dated the 11th of February, 1857, in which the Acting British Commissioner at Loanda, referring more especially to the duties established on the exportation of the orchella weed from Loanda, represents to his Government the injury which he alleges is suffered by British trade from the duties imposed there upon merchandize imported under a foreign flag; and in order to give additional weight to this representation the said Chargé d'Affaires called the attention of your Majesty's Government to Articles VIII and IX of the Treaty of Commerce and Navigation between Portugal and Great Britain of the 3rd of July, 1842, stating that by them "British vessels and their cargoes are placed on an equal footing with Portuguese vessels with regard to imports and exports in the Portuguese Colonies."

The stipulations of the above Articles having, as the Board is informed, been punctually observed, and with reference more especially to the orchella, the Law of the 6th July, 1849, having permitted its exportation from the transmarine Colonies to foreign countries upon payment of a rate of duty, lately fixed, for the Province of Angola, without distinction of flag when exported to foreign countries, by the Decree of the 22nd December, 1852, which modifies the previous provisions, it cannot be supposed that the British Government in causing the said note to be addressed to your Majesty's Government had any other object in view than that of obtaining for British merchandize imported direct from British ports into Angola in British vessels, the advantage of paying there the same rate of duty as that paid by foreign merchandize when re-exported from Lisbon to that province in native vessels.

To accede, however, to this claim would be to annihilate completely the native trade and navigation between the metropolis and Angola, the prosperity of which is undoubtedly due in a great measure to the present differential duties; nor can the equality established by the said Articles VIII and IX of the Treaty of the 3rd of July, 1842, between British and Portuguese vessels with reference to the import and export duties to be paid respectively in the Colonies of the two States, be considered as extending to Portuguese vessels trading between Lisbon and Angola, inasmuch as Article X of the said Treaty declares "that its stipulations are not be understood as applying to the navigation and carrying trade between one port and another, situated in the dominions of either Contracting Party, if such navigation and trade should in those dominions be reserved by law exclusively to

national vessels," and the 1,315th Article of the Commercial Code provides that "the trade between the ports of Portugal, the islands and Portuguese dominions, whether import or export, and reciprocally in any part of the world, may only be carried on in Portuguese vessels," all of which was taken into consideration when the Portaria of the 8th of January, 1849, was issued to the Governor-General of that province, as appears from the sense of the said Portaria, confirming the differential duties established by the said Governor-General upon goods and merchandize re-exported from the Custom-houses of the Kingdom. Under these circumstances the Board is of opinion—

That the present claim of the British Government cannot be entertained, and that your Majesty's decision be communicated to the Governor-General of Angola with the declaration that it applies to the other nations with whom Portugal has Treaties of Commerce similar to that of the 3rd of July, 1842, with Great Britain.

Your Majesty will, however, command as may seem best.

Lisbon, in Council, on the 13th September, 1859.

(Signed) JOSE PERREIRA PESTANA, *V. P.*
JOSE JOAQUIM DA SILVA GUARDADO.
DOMINGOS CORREA ARONCA.
JOAQUIM JOSE DIAS LOPES DE VASCONCELLOS.
JOSE MARIA MARQUES.
GUILHERME CYPRIANO DEMONY.

No. 91.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, May* 5, 1860.

I HAVE had under my consideration Mr. Howard's despatch of the 24th of November last, reporting the answer which the Portuguese Government have returned to the representations of Her Majesty's Government regarding the differential duties levied at Loanda.

The Board of Trade, whom I have consulted on this subject, have informed me that the construction which the Portuguese Government have put upon the VIIIth, IXth, and Xth Articles of our Commercial Treaty with Portugal cannot be so far impugned as to enable Her Majesty's Government to call upon the Portuguese Government to alter the proportion between the rates of duties now levied in Angola on exports or imports to or from Portuguese possessions, and the rates of duties levied on the same articles exported to, or imported from other countries.

I am not aware whether in practice the lower duties in favour of transit between Angola and Portugal are levied in cases in which the goods are known to the Portuguese Customs authorities to have been originally destined to pass between Angola and some British port, and to be sent *viâ* Portugal with no *bonâ fide* intention of trade in that country, but merely to obtain the benefit of the lower rate of duty. If, however, such a practice exists, the Portuguese Government appear to be treating as a trade between Angola and Portugal, within the reservation of the Xth Article of the Treaty, that which in equity should be regarded as a trade between Angola and British dominions, within the spirit and a fair interpretation of the VIIIth and IXth Articles.

But it is not improbable that if this question is pressed further on the consideration of the Portuguese Government, the effect may be, not a reduction in the duties levied on trade between Angola and the British dominions, but a raising of the rate of duty levied on similar merchandize carried to Portugal for the purpose of re-exportation. Such a change would clearly not be for the advantage of British commerce; and under these circumstances I do not consider that any good will result from pursuing any further the correspondence with the Portuguese Government on this subject, unless you should report to me that you think it advisable to do so.

I am, &c.

(Signed) J. RUSSELL.

No. 92.

Sir A. Magenis to Lord J. Russell.—(Received May 11.)

(Extract.) *Lisbon, May 5, 1860.*

WITH regard to the removal of the differential duty charged in Portuguese ports on British shipping engaged in the indirect trade, M. Casal Ribeiro said that the Portuguese commercial navy was so weak that without this protection it could not exist.

No. 93.

Sir A. Magenis to Lord J. Russell.—(Received June 1.)

My Lord, *Lisbon, May 26, 1860.*

WITH reference to your Lordship's despatch of the 5th instant, informing me that you had had under your consideration the answer (transmitted in Mr. Howard's despatch of November 24 last) which the Portuguese Government had returned to the representations of Her Majesty's Government regarding the differential duties levied at Loanda, and that after consultation with the Board of Trade your Lordship does not consider that any good will result from pursuing further the correspondence with the Portuguese Government on this subject, unless I should report to your Lordship that I think it advisable to do so, I have the honour to inform your Lordship that after a perusal of the whole of the correspondence which has passed on this subject, and making inquiries here from parties engaged in the indirect trade between Angola and England *viâ* Lisbon, I agree with your Lordship that it is inexpedient to pursue the correspondence further.

The trade between Angola and Portugal coming under the head of coasting trade, is reserved to Portuguese vessels; and the object of this Government in levying a lower export duty on certain productions of that Colony is to favour and protect their own commercial navy. The policy of a differential duty, or indeed of any export duty as regards the interests of the Colony itself, may be questioned, but the establishment of it does not appear to be an infraction of the Commercial Treaty.

I am informed that British manufactures imported direct to Angola from Great Britain or her Colonies, whether in British or Portuguese bottoms, pay two-thirds of the entire duty marked in the Custom-house Tariff there, but that scale of duties is confined to the goods imported from countries which have Treaties with Portugal.

The same British manufactures imported to Lisbon, and declared to be for re-shipment, pay on importation to Angola from this in Portuguese vessels but one-third of the same scale of duty, and the export duty from here is only one-fourth per cent. *ad valorem*, and Portuguese merchants engaged in that trade find it for their advantage to adopt this route in preference to importing the same goods direct from England to Angola. There exists in this capital a considerable commercial house, which has also a cotton factory at Glasgow; and I learn from them that they execute large orders for Portuguese merchants engaged in the trade with Angola, and thus at least British manufactures are encouraged and imported into Angola to probably as large an extent as if the duty was uniform.

It is improbable, also, from M. Casal Ribeiro's late declarations to me on this subject, reported in my despatch of the 5th instant, that the Portuguese Government would abolish the differential duty which protects their own mercantile navy.

From the above considerations, I am inclined to think that no advantage would be derived for a further pursuing of the correspondence with the Portuguese Government on this subject.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Spain.

No. 94.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, July* 17, 1850.

HER Majesty's Government felt much regret last year that, owing to the state of the diplomatic relations between Great Britain and Spain, they were prevented from making to the Spanish Government, in proper official form, a communication similar to that which was made to some other countries in consequence of the alteration of the British navigation laws.

I have now, however, to transmit to you a copy of the Act of Parliament to amend the English Navigation Laws which passed during the session of 1849, and I have to inform you that Her Majesty's Government are of opinion that it would be expedient to take advantage of the opportunity afforded by the passing of this Act to endeavour to obtain from the Spanish Government a remission of the discriminating duties imposed upon British vessels and upon goods imported or exported therein in the ports of the dominions of Spain.

The Spanish Government has already been in communication with Her Majesty's Government on the subject of an equalization of the port charges on the ships of each country in the ports of the other country, and I inclose, for your Lordship's information, a copy of a Memorandum showing what passed in the years 1847 and 1848 respecting this matter. From this Memorandum you will perceive that Her Majesty's Government were precluded from carrying into effect a reciprocal equalization of port charges with a foreign country except by the conclusion of a formal Treaty between the two States, and that the Spanish Government, in the first place, refused to enter into such a Convention when it was proposed to them in 1847, and, in the second place, refused to extend the proposed reciprocal equalization of duties to the Colonies of the two countries.

But I have now to instruct you to call the attention of Her Catholic Majesty's Government to the very liberal footing on which Great Britain is prepared to place the navigation of all States which are disposed to treat her shipping in a corresponding spirit.

You will point out to the Spanish Government the fact that from the 1st of January last the vessels of all countries, in respect of which Orders in Council had not been issued under the 10th and 11th Sections of this Act of Parliament, were admitted to all the privileges of British shipping, except in the coasting trade, and except that Spanish vessels are still subject to the differential dues payable to private corporations in this country, from which, as was explained in the correspondence to which the Memorandum refers, they can only be relieved on the conclusion of a Treaty between the two countries, and you will state that Her Majesty's Government have hitherto refrained from issuing an Order in Council against the vessels of Spain, and that in consequence those vessels are enjoying all the privileges which the Act accords, although British vessels have not yet been admitted to similar advantages in the ports of Spain and her dominions.

You will further express the hope of Her Majesty's Government that in consideration of this free admission of Spanish vessels to all the benefits of the Act in question, the Spanish Government will now agree to place British vessels on the same footing as Spanish vessels in regard to duties, when the British Government will be ready to relieve Spanish vessels of the burden to which they still remain subject, viz., the differential duties payable to private corporations; and your Lordship is, moreover, instructed to press the Spanish Government to remove the restrictions imposed upon British vessels engaged in the trade with the Spanish possessions and Colonies.

I am, &c.
(Signed) PALMERSTON.

No. 95.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, August* 22, 1850.

WITH reference to my despatch of the 17th ultimo I transmit to your Lordship herewith, for your information, a copy of a notice given in the House of Commons on the 5th instant by Mr. Anderson, M.P. for Orkney and Shetland Shires, for a motion early in the next session of Parliament on the subject of the differential duties levied upon goods when imported into, or exported from, Spain and her dependencies in British vessels.

Her Majesty's Government hope that, before the commencement of the next session of Parliament, your Lordship will have been able to come to an understanding with the Spanish Government on this subject, but it may be useful that you should incidentally draw the attention of the Spanish Government to this notice.

I am, &c.
(Signed) PALMERSTON.

Inclosure in No. 95.

Extract from Notices of Motion, August 5, 1850.

Mr. Anderson.—That the ships of Spain having, since the year 1824, been permitted to import goods, the produce or manufacture of Spain, into the ports of the United Kingdom, at the same rates of duty as British ships; and since the 1st January, 1850, the carrying trade of the United Kingdom and its dependencies to and from all other countries having been opened to Spanish vessels on the same terms as to British vessels;—whereas during the whole of these periods higher rates of duties have been and continue to be levied on goods when imported into or exported from Spain and its dependencies in British vessels than in Spanish vessels, to the great detriment of British shipowners, and the obstruction of trade,—an humble Address be presented to Her Majesty, praying she will be graciously pleased, in virtue of the power vested in Her by the Act 12 & 13 Vict., cap. 29, to cause such rates of duty to be levied on the importation or exportation of goods in Spanish vessels at the ports of the United Kingdom and its dependencies, as may serve to countervail the differential duties levied in the ports of Spain on British vessels. [Early next session.]

No. 96.

Lord Howden to Viscount Palmerston.—(*Received September* 2.)

My Lord, *Madrid, August* 22, 1850.

IN accordance with the instructions contained in your Lordship's despatch to communicate to the Spanish Government the purport of the new Navigation Act, and to press upon it the advantages that would accrue from a system of reciprocity, I addressed to the Marquis of Pidal a note on the subject, and I have the honour of inclosing herewith a copy of it to your Lordship.

I have, &c.
(Signed) HOWDEN

Inclosure in No. 96.

Lord Howden to the Marquis de Pidal.

Sir, *Madrid, August* 19, 1850.

YOUR Excellency is aware that a Bill passed last year in the English Parliament for the repeal of certain Acts connected with the laws on navigation. In virtue of this Bill the shipping of all countries willing to reciprocate its benefits was placed on the same footing as that of national vessels, with the sole exception of the coasting trade; and this enactment was given to the whole world as an earnest

of the liberal spirit with which England was prepared to carry on her commercial relations.

In this Bill there are the two following clauses:—

"In case it shall be made to appear to Her Majesty that British vessels are subject in any foreign country to any prohibitions or restrictions as to the voyages in which they may engage, or as to the articles which they may import into or export from such a country, it shall be lawful for Her Majesty (if she think fit) by Order in Council, to impose such prohibitions or restrictions upon the ships of such foreign country, either as to the voyages in which they may engage, or as to the articles which they may import into or export from any part of the United Kingdom, or of any British Possession in any part of the world, as Her Majesty may think fit, so as to place the ships of such country on as nearly as possible the same footing as that on which British ships are placed in the ports of such country."

"And be it enacted that, in case it shall be made to appear to Her Majesty that British ships are, either directly or indirectly, subject in any foreign country to any duties or charges of any sort or kind whatsoever, from which the national vessels of such country are exempt, or that any duties are imposed upon articles imported or exported in British ships which are not equally imposed upon the like articles imported or exported in national vessels, or that any preference whatsoever is shown, either directly or indirectly, to national vessels over British vessels, or to articles imported or exported in national vessels over the like articles imported or exported in British vessels, or that British trade and navigation is not placed by such country upon as advantageous a footing as the trade and navigation of the most favoured nation, then and in any such case it shall be lawful for Her Majesty (if she think fit) by Order in Council, to impose such duty or duties of tonnage upon the ships of such nation entering into or departing from the ports of the United Kingdom, or of any British Possession in any part of the world, or such duty or duties on all goods, or any specified classes of goods, imported or exported in the ships of such nations, as may appear to Her Majesty justly to countervail the disadvantages to which British trade or navigation is so subjected as aforesaid."

Her Majesty's Government felt much regret that, owing to the suspension of diplomatic relations between Great Britain and Spain, they were prevented at the time from making to the Spanish Government a similar communication to that which was made to other countries in consequence of the new Navigation Act, requesting to know whether they were inclined to profit by its stipulations by reciprocating its principle.

Although this communication was not and could not be officially made to the Spanish Government, still from the 1st day of 1850, when the Act came into operation, the vessels of Spain have been freely admitted to all the privileges of British shipping, except as aforesaid in the solitary exception of the coasting trade, and Her Majesty's Government have refrained from issuing an Order in Council against Spanish vessels, and they are, in consequence, enjoying all the privileges which the Act accords, although British vessels have not yet been admitted to similar advantages in the ports of Spain and her Colonial dominions.

Your Excellency is no doubt aware that along the coasts and harbours of England there are lights and other securities for navigation, which have been placed by Corporations, and not, as in most other countries, by the State. These Corporations reimburse by dues the expenses of the advantages which are afforded, but, in the case of certain arrangements with other countries, these duties are paid by the English Government to the Corporation, and not by the foreign vessels. To attain this it is stated by an Act of Parliament anterior to the last Navigation Act, and not abrogated by it, that a Treaty must be entered into between England and the other Party.

It is therefore true that Spanish vessels are still subject to such payments to Corporations, but the English Government is ready at once to enter into the necessary Convention, and to relieve them from this burden whenever the Spanish Government shall put the vessels of both countries on that footing of equality in each other's ports which it is the desire of Great Britain to establish.

In consequence of this new and favourable state of things, calculated to give so much impulse to all countries whose commerce wants but space and opportunity to develop themselves, it is reasonable to hope and expect that Spain, for her own benefit, will embrace this liberal system, not only with regard to England and Spain, but also to the Colonial Possessions of the two countries. Her Catholic Majesty's

Government may depend on it that the system of commercial toleration is fast emerging from the vagueness of theoretical opinion, and is daily making a firmer stand on the impregnable ground of figures and of facts.

I take the liberty of anxiously calling your Excellency's attention to the subject of this note. Your Excellency will doubtless have seen in the last debates of the English Parliament that pointed allusion was made to the anomalous state of things of the relations between the two countries. Her Majesty's Minister for Foreign Affairs only stopped the discussion by expressing his confident hope that the negotiation prescribed to me might be attended with that success which fairness and friendly feeling are justified in expecting.

It will be most painful to Her Britannic Majesty's Government, especially at the present moment, to be obliged to make any reprisal such as they would be authorized by law to make; but your Excellency has seen that the subject no longer rests with them, as it will be brought before the country in the very first sittings of next year's Parliament.

I avail, &c.
(Signed) HOWDEN.

No. 97.

Lord Howden to Viscount Palmerston.—(*Received September* 14.)

My Lord, *Madrid, September* 8, 1850.

I LOST no time in communicating to Señor Pidal the dispositions of the new Navigation Act, and in pressing for a decsion as to the line intended to be adopted by the Spanish Government with regard to the reciprocity offered.

I have the honour to inclose a translation of a note just received from his Excellency, in which I am glad to see that this important matter will come under the immediate consideration of the Spanish Government.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 97.

Señor Pidal to Lord Howden

(Translation.)

Sir, *Madrid, August* 31, 1850.

I HAD the honour to receive your notes of the 19th and 30th ultimo relative to the differential duties imposed upon merchandise imported into Spain and its dependencies, or exported therefrom, in English ships, which important question will without delay be brought under the consideration of Her Majesty's Government. So soon as the affair is terminated I shall take care to communicate to you what has been decided upon.

I avail, &c.
(Signed) PEDRO F. PIDAL.

No. 98.

Viscount Palmerston to Lord Howden.

(Extract.) *Foreign Office, November* 29, 1850.

I TRANSMIT to your Lordship, herewith, copies of Memorials from the Chamber of Commerce at Greenock, and from Messrs. Kerrs and other merchants of that port, urging upon Her Majesty's Government the importance to British shipping, and to the British Newfoundland fishery, of some arrangement being come to with the Spanish Government upon th ese two points.

I have to instruct your Lordship to continue to press the Government of Spain to consider favourably the representations which have been addressed to it upon these matters, and with respect to the differential duties levied on British shipping, I have to direct you to call the attention of Her Catholic Majesty's Government, to the power possessed by the Queen under the Navigation Act, 12 and 13 Vict. cap. 29, sec. 11, of

imposing upon the ships of any country in which duties are levied on British vessels other than those levied on national vessels, countervailing duties in the ports of Great Britain.

Inclosure 1 in No. 98.

Memorial of the Chamber of Commerce of Greenock.

Unto the Right Honourable Her Majesty's Secretary of State for Foreign Affairs.

The humble Memorial of the Chamber of Commerce of Greenock, incorporated by Royal Charter,

Sheweth,

THAT Spanish ships are at present admitted to British ports on the same footing as British ships, while heavy differential duties in favour of Spanish ships entering the ports of Spain have been imposed by the Spanish Government, and these differential duties since the date of the alteration in our Navigation Laws, in place of being reduced or altogether remitted, have been, looking at the Spanish Tariff as a whole, considerably increased.

That, in practice, the effect of this state of matters is, that Spanish ships secure the [illegible] by the operation of the differential duties, even when charging a higher rate of freight than would be accepted by British ships, to carry cheaper than the latter can do.

That this port is largely interested in the Newfoundland fisheries, which will be seriously injured by the extravagant amount of the Customs duties imposed on fish imported into Spain.

That these duties by the last Tariff were already much too high, but they have been recently considerably increased, and, what is even worse, the amount of the differential duty in favour of Spanish ships has been also increased. By the scale previous to the present the differential duty on cod-fish imported into Spain direct from the fishery was about 2*s*. 6*d*. per quintal in favour of the Spanish bottom, while by the present scale this duty is increased to 3*s*. 2*d*. The increase of duties will have a disastrous effect on the fishery by lowering the consumption, and as the differential duty considerably exceeds the entire freight of the fish from Newfoundland to Spain, the whole of the carrying trade will be thrown into the hands of the Spanish shipper.

Your memorialists, in respectfully bringing this subject under your Lordships' consideration, pray that you will take such measures as may be necessary for inducing the Spanish Government to lower the Customs duties imposed by them to a moderate amount, and for obtaining the entire abolition of the differential duties in question.

And your Memorialists will ever pray, &c.

(Signed) T. D. HUNTER, *Chairman.*

Inclosure 2 in No. 98.

Memorial.

To the Right Honourable Viscount Palmerston, Her Majesty's Secretary of State for Foreign Affairs.

The Memorial of the undersigned merchants engaged in the trade and fisheries of Newfoundland,

Humbly sheweth,

THAT their interests, together with that of the Colony, have suffered materially from the operation of the late Spanish Tariff, which not only raised the duty generally upon cod-fish (their staple commodity) in that country to a rate rendering importation almost prohibitory, but also considerably increased the differential duty in favour of Spanish ships (particulars of which are shown in the note submitted at foot, for your Lordship's information). The consequence is, that merchants anxious to avail of the lesser rate of duty are already turning their attention to the employment of Spanish ships as the carriers of their produce to Spanish markets, a practice which promises very speedily to become universal, to the prejudice of Memorialists, who are themselves owners of a class of vessels, built at a heavy cost, expressly for the fish-carrying trade.

Memorialists, in thus calling the attention of your Lordship to the present unsatisfac-

tory state of the commercial relations of this country generally with Spain, cannot but advert to the very extraordinary fact that the Tariff alluded to by Memorialists, and so inimical to their interests, was actually passed by the Spanish Government subsequently to the abolition of the navigation laws of this country—a measure which threw open all its ports, and admitted their ships to the full enjoyment and privileges of British shipping, notwithstanding which, however, so far are they from reciprocating to such an act of indulgence, that the high rate of differential duties levied upon goods imported by British ships secures to themselves the entire carrying trade to all Spanish possessions and at a rate of freight one-fourth of which would be gladly accepted by the shipping of this country as remunerating employment.

Memorialists also view with dread the present very exorbitant and ever-increasing rate of duty imposed upon codfish in the Kingdom of Portugal, where a great portion of the catch of Newfoundland has hitherto found consumption, and fear that, unless checked by the powerful influence of Her Majesty's Government, the article will very soon go out of general use in a country heretofore looked upon as their best market.

Memorialists pray therefore that your Lordship would be pleased to take their case into consideration, and, if possible, procure for them some amelioration of the various grievances complained of, and which threaten altogether to annihilate the trade of one of Her Majesty's most ancient and loyal Colonies.

(Signed) KERRS & McBRIDE.
JAMES HUNTER & Co.
BAINE & JOHNSTON.
J. S. W. STEWART.

Greenock, July 30, 1850.

Duties in Spain prior to the 6th of January, 1850.

	Per Castilian Quintal.	Per Cwt.	Currency Sterling.
	Reals vellon.	Reals vellon.	*s.* *d.*
Imported direct from fishery per Spanish flag ..	$31\frac{2}{3}\frac{8}{4}$	35	About 7 $3\frac{1}{2}$
„ „ per foreign flag ..	$42\frac{1}{2}$	$46\frac{2}{3}$	„ 9 9
Imported from other quarters per Spanish flag ..	$47\frac{5}{3}\frac{}{4}$	$51\frac{3}{3}\frac{0}{4}$	„ 10 11
„ „ per foreign flag ..	$57\frac{2}{3}\frac{1}{4}$	$63\frac{1}{3}\frac{2}{4}$	„ 13 4

Duties in Spain, by the new Tariff, in operation since the 6th of January, 1850.

	Per Castilian Quintal.	Per Cwt.	Currency Sterling.
	Reals vellon.	Reals vellon.	*s.* *d.*
Imported direct from fishery per Spanish flag ..	$37\frac{1}{8}$	$41\frac{1}{2}$	About 8 7
„ „ per foreign flag ..	$50\frac{7}{8}$	$56\frac{2}{3}$	„ 11 9
Imported from other quarters	60	67	„ 13 11

Differential duties equal to about 3*s.* 2*d.* per cwt.

In addition to which a local, or what is termed a consumption duty, is charged in different places, raging from 3 to $11\frac{1}{2}$ reals vellon, according to the caprice of local authorities, so that, on the whole, the article of codfish is taxed at the rate of 150 per cent. upon the present average price of 40 reals vellon per quintal.

No. 99.

Lord Howden to Viscount Palmerston.—(Received December 26.)

(Extract.) *Madrid, December* 19, 1850.

I HAVE, in reference to your Lordship's despatch of the 29th of November, expressed to the Marquis of Pidal my expectation that without a satisfactory answer to my notes of the 19th and 30th August, it will be impossible after the meeting of Parliament for the British Government to allow the vessels of Spain to continue any longer to enjoy those immunities in England which are refused in this country to those of England.

No. 100.

Lord Howden to Viscount Palmerston.—(*Received January* 3, 1851.)

(Extract.) *Madrid, December* 27, 1850.

WITH reference to my despatch of the 19th instant, reporting to your Lordship the steps taken by me to call the serious attention of Her Catholic Majesty's Government to the question of the differential duties levied in Spanish ports on British shipping, I have the honour to transmit to your Lordship herewith a translation of a note from the Marquis de Pidal, stating that the Spanish Government had not as yet had it in its power to get together the necessary information upon those matters to enable it to come to a definitive decision thereupon.

Inclosure in No. 100.

The Marquis de Pidal to Lord Howden.

(Translation.)

Sir, *Madrid, December* 21, 1850.

I HAVE had the honour of receiving your note of the 19th instant, in which you are pleased to state that, in the first sittings of the next session of the British Parliament the provisions of the new navigation law are to be taken into consideration, and you remind me, on that account, of your preceding communications, in which you allude to the consequences which the aforesaid provisions may produce if the differential duties now levied on merchandize imported into Spain and her possessions, or exported from the same in British vessels, are not suppressed.

Her Majesty's Government has not yet been able to collect all the data which are required to adopt a final decision on this matter; but as soon as this decision has been come to I will hasten to communicate it to you.

I avail, &c.

(Signed) PEDRO F. PIDAL.

No. 101.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, February* 10, 1851.

I HAVE received from Her Majesty's Consul at Alicante a Memorial from the British merchants established at that port (of which Mr. Barrie informs me that he has transmitted to your Lordship a copy), complaining of the high differential duties imposed on articles imported into the ports of Spain in British vessels.

With reference to the contents of that Memorial, and also to my despatches of the 17th July, 22nd August, and 29th November of last year, and generally with reference to the negotiations which have taken place of late years between the British and Spanish Governments on the commercial intercourse between Great Britain and Spain, I have to instruct your Lordship to state to the Spanish Government that if they are not prepared and willing to place British shipping in the ports of Spain on the same footing of equality with national vessels, on which Spanish vessels are placed in the ports of the United Kingdom, Her Majesty's Government, in the exercise of the discretionary power conferred by the Navigation Act of 1849, will think it right to place Spanish vessels, in British ports, upon a footing of disadvantage, as compared with national vessels, similar to that on which British shipping is placed in the ports of Spain.

You are instructed to inform the Spanish Government that Her Majesty's Government have come to this determination with great regret, but that the just complaints of the British commercial community oblige them to take this course for the protection of British interests.

Her Majesty's Government would, however, be most glad to learn that the Spanish Government had spared them the necessity of having recourse to such a measure by consenting to admit British ships into the ports of Spain on a footing of complete reciprocity.

I am, &c.

(Signed) PALMERSTON.

No. 102.

Lord Howden to Viscount Palmerston.—(Received February 19.)

My Lord, *Madrid, February 10, 1851.*

IMMEDIATELY after the formation of the present Ministry I applied for an answer to the several notes I had addressed on the subject of the commercial reciprocity offered by our new navigation laws.

From the unusual activity in the expedition of business which I have found lately in the Foreign Office, I am in hopes of being soon able to transmit to your Lordship some definitive information on this point, but it is hardly credible that, notwithstanding the consecutive answers I had received from the Marquis of Pidal, the Spanish Government were not yet in possession of sufficient information to authorize a determination on so important a subject; he had never convoked the Commission which was to report on the question, and had therefore literally taken no steps whatever to gain the information which he required.

I have, &c.
(Signed) HOWDEN.

No. 103.

Lord Howden to Viscount Palmerston.—(Received March 15.)

My Lord, *Madrid, March 9, 1851.*

I HAVE not yet been able to procure any answer to the various notes I have presented on the reciprocity question in navigation, but I am anxious to express to your Lordship my opinion that this very delay is not without an advantageous result. There has been a very considerable increase in the number of Spanish vessels which have taken advantage of the relaxation in our laws, and various important interests are gradually and solidly becoming connected with this relaxation. I am therefore glad that Spain has enjoyed its immunities even without reciprocity, and am equally so for the time they may be continued, being convinced that the longer the present state of things favours the Spanish interests engaged, the more difficult will it become for the Spanish Government to check or destroy them by justifyiny the retaliation contemplated in the Bill.

I have, &c.
(Signed) HOWDEN.

Inclosure 1 in No. 103.

Messrs. Hunt and Brooking to Viscount Palmerston.

My Lord, 12, *New Broad Street, March 10, 1851.*

BEING charged with a Petition of the merchants and shipowners engaged in the trade and fisheries of Newfoundland, Labrador, and Gaspé, which Mr. T. Baring will present to the House of Commons, we have the honour to inclose herewith a copy thereof, for the information of your Lordship, and at the same time we are to solicit your Lordship to give it favourable consideration.

We have, &c.
(Signed) THOS. N. HUNT.
THOS. H. BROOKING.

Inclosure 2 in No. 103.

Petition.

To the Honourable the Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.

The humble Petition of the undersigned merchants and shipowners engaged in the trade and fisheries of Newfoundland, Labrador, and Gaspé,

Sheweth,

THAT the interests of your petitioners have for many years past, and are now suffering materially in consequence of the duty payable upon codfish imported into

Spain in English vessels being much higher than that payable upon codfish imported in Spanish vessels; the duty on fish imported in the English vessels now being 11*s.* 9*d.* per cwt., and that on fish imported in Spanish vessels being 8*s.* 7*d.* per cwt. only.

That in consequence of such difference in duty, the employment of Spanish vessels has, since the year 1841, increased to a very large extent. In that year only 8 Spanish vessels, carrying 20,000 cwts. of fish, were engaged in the trade from St. John's, Newfoundland, while in the year 1850, 69 ships, carrying 152,665 cwts. of fish were so employed.

That during the period above mentioned the trade in English vessels ash decreased to a corresponding extent, and unless some relief be granted to your petitioners, English vessels will be entirely excluded from the fish trade of Newfoundland with Spain.

That your petitioners conceive that this is peculiarly a case within the meaning of the 11th section of the Act "To amend the Laws in force for the encouragement of British Shipping and Navigation," passed in the 12th and 13th years of the reign of Her present Majesty, for imposing restrictions upon other nations, and thus to have the effect of placing the British trade and navigation upon as advantageous a footing as that of any other nation.

Your petitioners therefore most humbly pray your Honourable House to take their case into consideration, and to advise Her Most Gracious Majesty, by Order in Council, to impose such duty or duties of tonnage upon the ships of Spain entering into or departing from the ports of the United Kingdom, or of any British possession in any part of the world, or such duty or duties on all goods, or on any specified classes of goods, imported or exported in the ships of Spain, as may appear to Her Majesty justly to countervail the disadvantages to which your petitioners are subjected as aforesaid.

And your petitioners will ever pray.

(Signed) NEWMAN, HUNT & Co.
(And 150 other Firms.)

No. 104.

Lord Stanley of Alderley to Mr. Booth.

Sir, *Foreign Office, March* 24, 1851.

WITH reference to my letter of the 20th instant, I am directed by Viscount Palmerston to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, a copy of a letter from Her Majesty's Advocate-General, stating the interpretation which he puts on the IVth Article of the Treaty of 1715 between Great Britain and Spain.

I am, &c.
(Signed) STANLEY OF ALDERLEY.

No. 105.

Lord Howden to Viscount Palmerston.—(Received April 1.)

(Extract.) *Madrid, March* 25, 1851.

I HAVE during the last month frequently, both publicly and privately, urged Señor Bertran de Lis to give me an answer on the subject of the reciprocity offered by our present navigation law. He told me that the question was under active and serious examination, but added, very frankly, that the persons to whom it was submitted were waiting to see the result of Mr. Anderson's motion.

I said I regretted greatly this determination, as your Lordship apparently had induced Mr. Anderson, in the first instance, to put it off in order to give the Spanish Government time to come to a conclusion which would prevent the inevitable necessity of imposing duties on Spanish ships, and checking the new and increased mercantile communication between the countries.

I inclose translation of an article published in the "Heraldo" newspaper, and which, as your Lordship knows, is the organ of the Moderado party, and of the great majority in the Chambers. One of the most striking of the many anomalies that exist here is that, in

private conversation, almost everybody of any eminence declares himself a free trader, while this mass of conviction seems to tell for nothing when it comes to a reduction of them into practice.

Inclosure in No. 105.

Extract from the "Heraldo" of March 22, 1851.

(Translation.)

WHEN we wrote our article respecting the expediency of avoiding, by means of an opportune measure on the part of our Government, that the English Parliament should adopt the motion of Mr. Anderson, the tendency of which our readers and the public in general have already received notice, we were very far from supposing that the official journal would offer to us an undeniable proof of the truth of our observations. We had spoken respecting what the Spanish-American Republics, in imitation of England, had done with regard to the admission of foreign ships, making, at the same time, particular allusion to Chile; but what we ourselves cited as an efficacious stimulus, has come to be a bold threat.

It is untenable that we admit in our ports, under differential duties, the flag of those nations who admit ours on the same favourable terms as their own; it involves principles not only of justice and of interest, but also of courtesy, inasmuch as nations owe the same considerations one to another which are mutually due between individuals. We hold indisputably the right to operate without any consideration whatever as to the way in which we are treated by other nations; but we are likewise under the obligation to be silent if our conduct is rigorously reciprocated; this, however, is of minor importance if great interests were not thereby effected.

Relatively to England, we have said yesterday, and on other occasions, how expedient it would be to prevent, by a just reciprocity, that the ports of that country should be shut to our vessels by means of a return to the differential duties, the object of Mr. Anderson's motion; but, nevertheless, in explaining ourselves in this sense, in working for the interests of our country, which are indisputably to be found in the triumph of our economical ideas, we knew with what we had to combat; we knew likewise that, in order that our advice should be adopted, we should have to contend with much prejudice. But we do not speak of England, although we shall never renounce the defence of our doctrines and the defence of the commercial interests of Spain; we do not speak of a nation with whom to the timid a commercial rivalry might appear dangerous, and from whom we should wish to take example, and whose reprisals we would wish to avoid; we speak of a nation who has nothing to lose on finding the ports of Spain shut to their flag, of a nation with whom we have much to gain as long as the absurd differential duties do not exist, a return to which we are provoking by keeping on ours; we allude to the Republic of Chile, which rarely sends a vessel to our ports, and which receives our products and manufactures we leave there in exchange for the fruits of the soil. Do we then require much courage to destroy this commerce, with which, we repeat, we can fear no rivalry.

We shall certainly destroy it if we insist on keeping up those differential duties for Chilian vessels, which we are so repugnant to abolish for England, and in order to convince one's self that this will be the case, it is quite sufficient to read the following document we extract from the "Gazette" of yesterday:—

"*Ministry of State.*

"Her Majesty's Chargé d'Affaires for the Republic of Chili, in his despatch, of the 24th of December last, sends copy of a Decree promulgated by that Government on the 12th of November last, which says:—

"*Financial Department, Santiago, November* 12, 1850.

"Considering 1st. That not knowing as yet if some of the nations with whom we hold commercial relations, will accept the basis of reciprocity to which they were invited by virtue of the Law of the 16th of July, of the current year, it is not possible to delay any longer the settlement of the differential duties for which the President of the Republic was authorised by the same law, without placing our commerce in the most disadvantageous position principally in the market of California, and that the term of five months and a-half is sufficient to receive an answer from those nations who may feel disposed to admit the principles proposed in the same law;

"2. That it is not just or expedient for our commercial interests to refuse us that reciprocity, although only with respect to a certain class of merchandize, or to make

foreign goods irrevocably subject to a differential duty from the mere fact of a promissory note having been granted for them, although during the time that note has to run, the Chilian vessels with merchandize may have profited by the equality of flag, which that nation can grant to which those vessels belong.

"It is Decreed :—

"Article 1. From the 1st of January, of the coming year, the foreign vessels of those nations which have not admitted the basis of reciprocity established by the Law of the 16th of July last, will be subject to a payment of 6 reals more than the 2 which they actually pay for each of their tons of measurement.

"Art. 2. The merchandize which may be imported in ships coming under the law of the anterior Article, will pay an additional duty of 10 per cent. above the duties established or which may be established in future.

"Art. 3. For this surplus of duty promissory notes will be signed for a term of six months under a competent bail, which will be cancelled and remain without effect, and in the same manner the surplus of duty per ton established by Article I, will be returned from the day on which the equality of flag by the nation to which the vessel may belong is put in practice, according to the official notice which the said Government may make to that of Chile.

"Art. 4. If the equality conceded to Chilian vessels is only with respect to certain merchandize, such as the products of the country, the reciprocity of duties with respect to merchandize of the same class will not take effect, whether they be production of the soil or of the industry of the nation to which the vessel belongs in which they are imported, and only with respect to that class of merchandize, the promissory note and bail of which the preceding Article makes mention will be cancelled.

"To be communicated and published,

(Signed) "BULNES.

"GERONIMO URMENETA."

We could not have hit upon a better opportunity of advocating for that reciprocity which we owe to the nations who have offered for our flag the abolition of the differential duties; who then is to profit, not by our advice, however much it may be dictated by a a disinterested patriotism, but by the threat directed against us by one of the American Republics, a repetition of what Great Britain has done to us, and an announcement of what other nations may do, as a matter of course the Spanish Government, that Government better than any other, is in a position to know the interests which would be prejudiced by a tenacious resistance in opening our ports to those who open their ports to us. But however much we may be unwilling to combat against the prejudice which is unfavourable to a reciprocity we owe to the United Kingdom, and although the differential duties for the flag of this nation are to be kept up as a remedy against a dangerous rivality, this does not at all hold good in the case of a country like Chile, which receives our flag without hardly ever sending us hers. What have we to fear? What have we to avoid? One thing, that the Spanish vessels which frequent those coasts shall not have to retire altogether, giving thus a death blow to our commerce with that Republic.

The whole affair deserves well the attention of Government, and it ought now to take the opportunity of adopting measures which may prevent fatal results.

No. 106.

Lord Howden to Viscount Palmerston.—(*Received April* 8.)

My Lord, *Madrid, April* 1, 1851.

IN a conversation I had yesterday with the President of the Council, with a view to expedite a reply on the subject of reciprocity to our new navigation law (which I fear will be in an unfavourable sense), Señor Bravo Murillo, in answer to some observations of mine, threw out the idea that we had no right to impose duties on Spanish vessels to which those of other nations were not subjected, as Spain had a claim to be treated in the most favourable manner.

I told Señor Bravo Murillo that on the passing of the new law, communications had been made to all the Cabinets of Europe, asking for reciprocity and detailing the clauses of the Bill, in which that reciprocity was to be carried out, as well in charges as in immunities, and that if this circular was not received here, it was owing to the suspension of diplomatic relations.

I must say, that if the President of the Council laid much stress on this argument,

he observed much more on the inequality that would attend the reciprocity, and the one-sided advantages that would ensue.

I told him that everything must have a beginning, even the commercial prosperity of Spain, and that there was a very ready and palpable answer to his statement in the extraordinary increase that had taken place in the navigation from certain ports here, since the ships of Spain have been (unduly) taking advantage of our liberalized laws, and that if his argument had any force as to a state of things hitherto existing, the removal of all impediments to a free communication between the countries would be the surest possible means of equalizing the disparities of which he complains.

I have, &c.
(Signed) HOWDEN.

No. 107.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, April* 3, 1851.

WITH reference to what you report in your despatch of the 25th ultimo, that you stated to Señor Bertran de Lis respecting Mr. Anderson's motion in the House of Commons, I have to state to your Lordship that Mr. Anderson, at the request of myself and other members of the Government, consented, at the end of the debate, to withdraw his motion, and to leave the matter in the hands of Her Majesty's Government as a subject of negotiation with the Government of Spain. But by the forms of the House, a motion once made cannot be withdrawn without the unanimous consent of all the members present in the House at the time; and so strong was the feeling among many of the members present, as to the injustice and unfriendliness of the conduct of Spain in regard to this matter towards England, that Mr. Anderson was not allowed to withdraw his motion, and the motion was therefore put, and the House divided upon it. But Mr. Anderson having consented to the withdrawal, voted in the majority against his own motion, and several of those who meant to have supported his motion did the same that he did, and upon the same grounds. The Spanish Government, therefore, must not judge of the feelings of the House of Commons upon this matter by the relative numbers of the majority and minority in that division.

I have to instruct your Lordship to continue strongly to urge the Spanish Government to give to British shipping and commerce fair and reciprocal advantages in return for the large and liberal privileges which have been granted to Spanish ships by the British Navigation Law of 1849, and the Spanish Government may rest assured that such a course of policy will be as beneficial to the commercial interests of Spain as it can be to those of Great Britain.

I am, &c.
(Signed) PALMERSTON.

No. 108.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, April* 3, 1851.

I INCLOSED to your Lordship in my despatch of the 17th of July last, a Memorandum showing what took place with the Spanish Government in 1847 and 1848, respecting the question of Port Dues.

Your Lordship will see from that Memorandum how it was that the negotiation for reciprocity in regard to such dues, was not then successful. But as the Ministers who were in office in Spain in 1847 and 1848, are not in office now, and as the present Cabinet of Spain may not take the same view which those of 1847 and 1848 did, of the proposed Convention for the abolition of Port Dues, I have to instruct your Lordship to propose that same Convention to Señor Bertran de Lis, and to press the Spanish Government to accept it.

It is only by the conclusion of a Treaty that Her Majesty's Government have the Power, under the law of Great Britain, to place Spanish ships on the footing of national vessels in British ports; and Her Majesty's Government cannot see what reasonable objection the Spanish Government can have to this means of settling the question, if they really wish to establish a reciprocal system of port charges with England.

I transmit to your Lordship herewith a copy of the Convention which Mr. Bulwer was instructed in 1847 to propose to the Spanish Government; and I will take an early opportunity of forwarding to your Lordship a full power to enable you to sign it.

I am, &c.

(Signed) PALMERSTON.

Inclosure in No. 108.

New Draft of Convention.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and Her Majesty the Queen of Spain, being desirous of facilitating the commercial intercourse between their respective subjects by the reciprocal abrogation of all discriminating duties levied upon the vessels of the one nation in the ports of the other, have resolved to conclude a Convention for that purpose, and have therefore named as their Plenipotentiaries, that is to say :—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland (the Right Honourable Henry Lytton Bulwer, a Member of Her Most Honourable Privy Council), and Her Envoy Extraordinary and Minister Plenipotentiary to Her Catholic Majesty;

And Her Majesty the Queen of Spain,

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles :—

ARTICLE I.

British vessels arriving at, remaining in, or departing from the ports of Spain, or of Her Catholic Majesty's possessions abroad, and Spanish vessels arriving at, remaining in, or departing from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possesions abroad, shall be subject to no other or higher dues or charges, of whatsoever nature they may be, than those which are now or shall hereafter be imposed upon national vessels on their arrival at, during their remaining in, or on their departure from such ports.

ARTICLE II.

The present Convention shall come into operation one month after the exchange of the ratifications. It shall remain in force for seven years from the date of such exchange; and further until the expiration of a year's notice, which may be given by either party at any time after the expiration of seven years from the exchange of the ratifications.

ARTICLE III.

The present Convention shall be ratified, and the ratifications shall be exchanged at Madrid within six weeks from the date hereof.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at Madrid, the day of in the year of Our Lord, one thousand eight hundred and forty-seven.

No. 109.

Lord Howden to Viscount Palmerston.—(Received April 10.)

My Lord, *Madrid, April 4, 1851.*

IMMEDIATELY on receiving intelligence of the debate on Mr. Anderson's motion in the House of Commons I thought it expedient to address a note to the Spanish Government, copy of which I have the honour herewith to inclose.

I shall be anxious to learn that it has not been disapproved of by your Lordship, as not only in the body of it have I thrown out the idea of some period being fixed for reciprocity to commence, but I have also in the concluding paragraph adverted, though very cautiously, to a subject on which I have equally no instructions.

The allusion to the reduced charge on French vessels may have some weight in the

decision of the reciprocity question, and, at all events, without binding, opens a course to your Lordship to pursue or not hereafter, as may suit your better judgment.

I have, &c.

(Signed) HOWDEN.

Inclosure in No. 109.

Lord Howden to Señor Bertran de Lis.

Sir, *Madrid, April* 3, 1851.

ON the 28th of last month there was a debate in the English House of Commons on the justice of imposing upon Spanish vessels in English ports the same amount of charges levied on British vessels in Spanish ports.

There was no doubt whatever raised as to the justice of the imposition, and the question turned purely on the expediency of it at the present moment.

The motion was negatived by a considerable majority, with a view not to impede or interfere with the negotiations now going on between the two countries, and in order not to shackle the Government, in whose efforts for a settlement of the question of reciprocity the House of Commons declared its confidence.

Your Excellency will see, in what took place in the English Parliament, two things: the feeling of the English people on the propriety of their commerce being put on a fair and equal footing with that of other nations, and the friendly forbearance of the British Government in not seeking a Parliamentary and recorded expression of that feeling, which they might so easily have obtained had they supported the motion.

I therefore confidently hope that your Excellency will well weigh the two results of what was exemplified, namely, how difficult it will be to prevent an imposition of duties, should the Spanish Government maintain its one-sided system of restriction, and how sincerely anxious is the Government of Her Britannic Majesty to demonstrate on all occasions its consideration not only for the permanent interests, but also for the temporary convenience of Spain.

Your Excellency, as well as all the members of Her Catholic Majesty's Government, must have already maturely considered a question of this importance, and of an importance far greater practically to the rising marine and incipient commerce of Spain, than it can possibly be to the more fixed position of England on these points. I therefore most strongly and earnestly urge your Excellency to have the goodness to favour me with a definite answer to the various notes which I have addressed to your Excellency's predecessor and to yourself on this subject. It cannot escape the experience and intelligence of your Excellency's mind that the course pursued by the English Government with regard to Spanish ships may be, either the imposition of duties, as a fair reason for retaliation, or the renunciation of that right, on motives of general principle or direct consideration to Spain, after being put in possession of the views and reasons of the Spanish Government, either for rejecting wholly the proposal of reciprocity, or of admitting it, after a stated period, thereby conciliating private and public interests; but it is manifestly impossible that the forbearance of England can depend wholly on the circumstances of Spain desiring to leave things as they are, without giviving their reasons for their assent, or rejection, or modification.

There are other circumstances intimately connected with the question relating to differential duties imposed in Spain on English vessels, and not equally imposed on those of other nations, which I do not wish at this moment to urge on your Excellency's attention. They are of a graver character, as affecting the faithful execution of international stipulations, and will more properly find their place hereafter, according to the views of Her Catholic Majesty's Government on the question which I submitted to their consideration in my communication to the Marquis de Pidal of the 19th of August last, and to which I again earnestly repeat my request to be favoured with a definitive reply.

I avail, &c.

(Signed) HOWDEN.

No. 110.

Mr. Forbes, M.P., to Viscount Palmerston.—(Received April 12.)

My Lord, *Carlton Club, Pall Mall, April* 11, 1851.

I BEG to inclose, for your Lordship's perusal, a petition from the shipowners of Kincardine.

They have addressed it to the Privy Council, but I am informed that the Foreign Office is the proper quarter.

I therefore crave your Lordship's favourable consideration of the claims of the shipowners.

I have, &c.
(Signed) WILLIAM FORBES.

Inclosure in No. 110.

Petition.

Unto the Right Honourable Her Majesty's Privy Council.

The humble Petition of the Shipowners' Association of Kincardine,

Sheweth,

THAT by the recent alterations in the British Navigation Laws, the carrying trade to and from all parts of the world has been thrown open to all nations on the same terms as to British ships.

That when altering our previous system, the Legislature contemplated the possibility of foreign Governments attempting to take advantage thereof, without entering upon a similar liberal course of policy, and therefore committed power to the British Government to adopt measures for defeating such attempts.

That the contingent possibility thus foreseen and provided for has, in the case of Spain, actually occurred; as the Government of that country, in place of lowering or abolishing the differential duties previously imposed in favour of goods imported into that country or her Colonies in Spanish bottoms, has actually increased them; and to such an extent has this been carried that, practically, importations into Spain and her Colonies in British bottoms are prohibited.

That the consequence has been that the carrying trade to Spain and her Colonies, of which British shipping had formerly a share, has now been transferred exclusively to that of Spain; and your petitioners respectfully submit that the time has arrived when it is now necessary to exercise the powers reserved for such a case, as provided in the Act.

May it therefore please your Right Honourable Council to take such measures as may be proper for inducing the Spanish Government to adopt a less aggressive and more just and liberal policy relative to their Tariff and Navigation Laws.

And your petitioners will ever pray.

(Signed) WALTER WYLIE, *Chairman.*

No. 111.

Lord Howden to Viscount Palmerston.—(*Received April* 16.)

My Lord, *Madrid, April* 10, 1851.

WITH reference to your Lordship's despatch of the 3rd instant, directing me to continue strongly to press upon the Spanish Government to give to British shipping and commerce fair and reciprocal advantages in return for the large and liberal privileges which have been granted to Spanish ships by the British Navigation Law of 1849, your Lordship will have seen by my despatch of the 4th instant that I had already anticipated your instructions.

I have, &c.
(Signed) HOWDEN.

No. 112.

Lord Howden to Viscount Palmerston.—(*Received April* 16.)

(Extract.) *Madrid, April* 10, 1851.

I HAVE had the honour to receive your Lordship's despatch of the 3rd instant, by which I am instructed to propose to the Spanish Government a Convention for the abolition of port dues.

M. Bertran de Lis, since the dissolution of the Congress of Deputies, has been named Minister of the Interior. I therefore think it better to defer entering upon the question of this Convention until there is a better chance than at present exists of its being taken into consideration.

Your Lordship may, however, rest assured that I will not fail strongly to press its acceptance on the Spanish Government the very first moment that this transitory state of things ceases.

No. 113.

Lord Howden to Viscount Palmerston.—(*Received April* 29.)

My Lord, *Madrid, April* 22, 1851.

I HAVE the honour to forward to your Lordship translation of a note from Señor Bertran de Lis, in which he states the indisposition of the Spanish Government to enter into a Convention formally drawn up for the equalization of port dues, and likewise a direct refusal for extending, under any circumstances, such a measure to the Spanish Colonies.

I likewise inclose a copy of a note I addressed in answer to the Minister for Foreign Affairs, and your Lordship will see that I took advantage of the opportunity to obey the instructions contained in your Lordship's of the 3rd instant.

I feel perfectly sure that the Spanish Government will not do any thing, at any time, or in any way, which can be cited as an infraction of the rule they have laid down that the regimen of Spain in regard to foreign Powers is not to be considered applicable to her "ultramarine possessions." There is no point to which she seems to attach so much importance or to show so much susceptibility. Foreseeing how many questions this principle would touch, I some time ago forwarded to your Lordship the grounds on which it is founded, and the terms in which it is formally expressed.

It appears that France, some years ago, claimed, under an old Treaty, the equalization we now seek, and that Spain, having refused it as an obligation therein incurred, now feels an objection to effect the same measure by a new Treaty with any other Power.

I have, &c.

(Signed) HOWDEN.

Inclosure 1 in No. 113.

M. Bertran de Lis to Lord Howden.

(Translation.)

Sir, *Madrid, April* 11, 1851.

I HAVE had the honour of receiving your note of the 3rd instant, in which, on calling the attention of Her Majesty's Government to the sitting of the English Parliament of the 27th of March last, relative to the motion of one of its Members respecting the differential duties levied in Spain on British vessels, you are pleased to enter into various observations, and to state your ardent wishes of receiving a conclusive reply to the several communications which you have addressed on the subject both to my predecessor and to myself.

These communications have been referred to an especial Commission appointed for that purpose, which is to give an opinion thereon, and whose labours are very far advanced. I have transmitted to the same Commission the last note which you have been pleased to address to me on the subject, and I have no doubt that, in virtue of my urgent recommendation for the speedy termination of this affair, the Commission will very soon enable me to reply to you with full cognizance of the matter.

In the meantime, you will allow me to state that Her Majesty's Government, prompted by the best wishes of fomenting the commercial relations between the two countries, announced to the British Legation at this Court, on the 26th of September, 1847, that they were disposed to place the British flag on the same footing as the flag of Her Catholic Majesty, as regards the payment of navigation, port, and wharf dues, and imposts for local purposes, provided that a just and complete reciprocity should be granted to our own flag.

Under the same above-mentioned date, instructions were sent to Her Majesty's Minister Plenipotentiary and to the Spanish Consul-General in London, directing them to inform Her Majesty's Government of the adoption of the aforesaid measure by the Government of Her Britannic Majesty, so soon as it might come to their knowledge that such was the case, in order to equalize forthwith in our ports the English vessels with the Spanish ones with regard to the above-mentioned dues.

The Duke of Sotomayor, who was at that period Minister for Foreign Affairs, did not consider this matter worthy of being consigned in a special Convention, as was proposed by your predecessor, aud thought that a simple exchange of notes was sufficient for the purpose, which opinion he stated to him on the 20th of January, 1858, adding that this concession could by no means be made extensive to the Colonial Possessions—an observation which was also made to Lord Palmerston by Señor Isturiz. This is the state in which this affair has remained up to the present day.

I trust that you will acknowledge that Her Majesty's Government has acted on this question with activity, frankness, and good faith, and it is now, as it was before, ready to fulfil that promise so soon as it receives the official communication from the Government of Her Britannic Majesty, announcing that Spanish vessels do not pay in English ports higher dues of navigation, port, wharf, or imposts for local purposes, than those levied on British vessels.

I will conclude by stating to you that Her Majesty's Government has learned with particular satisfaction the turn which the Government of Her Britannic Majesty has endeavoured to give to this question in the debates to which you allude, because, had the result been contrary to that which was fortunately obtained it would have thrown difficulties in the way of the negotiations which are pending on the subject between the two Governments.

I avail, &c.
(Signed) MANUEL BERTRAN DE LIS.

Inclosure 2 in No. 113.

Lord Howden to Señor Bertran de Lis.

Sir, *Madrid, April* 15, 1851.

I HAVE had the honour of receiving your Excellency's note of the 11th instant respecting the equalization of duties on the ships of the two countries in the ports of each other, and my Government will see with great satisfaction that the subject is not only before a special Commission, but that it is likely shortly to present the opinion to which it shall have arrived on a matter so importantly affecting the commercial interests and increasing communications between the two countries.

I must at the same time take the liberty of expressing to your Excellency my deep concern that Her Catholic Majesty's Government object to conclude the Convention which I have been instructed to press on their consideration. I feel this regret on purely practical grounds, and in expressing it I do so not to argue the matter as to whether the Convention is a good or a bad way of attaining the mutually beneficial object we have in view, or whether the manner proposed by your Excellency would be better, but because England has no other mode or arriving at that object, and because Spain, in proposing another mode, simply and at once presents an impossibility, out of which there is no issue.

By the law of Great Britain, it is only by the conclusion of a Treaty that Her Majesty's Government have the power to place foreign ships on the footing of national vessels, for there is an outlay of money required for the indemnity of individuals whose interests are directly affected by the change. There is no political reasoning on her part in the matter; it is one of pounds, shillings, and pence, and a submission to the imperative law of the land, which she cannot do otherwise than obey. The English Government, therefore, cannot see what can possibly be the objection of that of Her Catholic Majesty to this way of settling the question, it being the only one which is legally feasible.

I recollect, in a note addressed to me on another subject by your Excellency's predecessor, a sort of appeal being made to the conscience of the English Minister at this Court, as Representative of a constitutional country, on the sacred necessity of obeying the laws of a country whatever they might be, a duty which I never for a moment doubted or attacked; and I have therefore only to hope that your Excellency will equally see how impossible it is, in this case, for the English Government to withdraw itself from an imposed obligation and contravene the law of the land.

I avail, &c.
(Signed) HOWDEN.

No. 114.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, April* 30, 1851.

WITH reference to your despatch of the 4th instant, I have to acquaint your Lordship that Her Majesty's Government entirely approve the note which you addressed on the 3rd instant to the Spanish Minister for Foreign Affairs, on receiving intelligence of the debate on Mr. Anderson's late motion in the House of Commons.

I am, &c.

(Signed) PALMERSTON.

No. 115.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, April* 30, 1851.

WITH reference to the despatches which I have addressed to your Lordship, instructing you to press upon the Spanish Government the impolicy, as regards the interests of Spain, of the present commercial system of that country, I transmit, for your Lordship's information, a copy of a letter which I have received from Mr. Forbes, Member of Parliament for Stirlingshire,* inclosing a Petition from the Kincardine Shipowners' Association, praying Her Majesty's Government to endeavour to induce the Spanish Government to adopt a more liberal policy towards the ships and commerce of this country in return for the great advantages which of late years have been conferred upon the trade of Spain with the United Kingdom, and I have to desire that you will again urge this matter on the Spanish Government. You will state to the Spanish Minister for Foreign Affairs that the British Government is convinced that if, by way of trial, the Spanish Government would reduce their duties upon some articles of great consumption in Spain, such for instance as codfish or cotton manufacture, they would soon discover by an increase of revenue the advantage of such a reduction of duty, and how conducive it would be to the interests of Spain to apply generally the system of moderate duties to imports from foreign countries.

I am, &c.

(Signed) PALMERSTON.

No. 116.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, May* 8, 1851.

WITH reference to your Lordship's despatch of the 1st of April, in which you report that Señor Bravo Murillo had said that the British Government had no right to impose duties on Spanish vessels to which those of other nations were not subjected, as Spain had a claim to be treated on the footing of the most favoured nations, I have to state to your Lordship that under stipulations in several of the old but still existing Treaties between Great Britain and Spain, and more particularly under the IXth Article of the Treaty of 1713, it was "agreed and concluded as a general rule that all and singular the subjects of each kingdom should in all countries and places, on both sides, have and enjoy at least the same privileges, liberties, and immunities as to all duties, impositions, or customs whatsoever, relating to persons, goods, and merchandizes, ships, freight, seamen, navigation, and commerce, and should have the like favour in all things, as the subjects of France or any other foreign nation, the most favoured, have, possess, or enjoy, or at any time hereafter may have, possess, or enjoy." And in fact it is on those stipulations that Her Majesty's Government found their demand that British vessels, which are at present subjected in Spanish ports to the payment of differential duties, shall be placed in those ports on the same footing as French vessels, which do not pay differential duties, but are treated as national vessels.

Therefore it is not as a matter of Treaty right that Her Majesty's Government can require from Spain full reciprocity in return for the privileges conceded to Spanish shipping

* No. 110.

by the late change in the British navigation laws, and the Treaty engagements of the British Crown would not allow Her Majesty's Government to withhold from Spain any privileges of commerce which Great Britain grants to the commerce of other countries.

I am, &c.
(Signed) PALMERSTON.

No. 117.

Lord Howden to Viscount Palmerston.—(Received May 23.)

My Lord, *Madrid, May 15, 1851.*

THINKING your Lordship might wish to have for reference a statement which would give in a synoptical view the exact differences existing in various ports of Spain between the charges levied on English and French vessels, and which vary according to localities, and also with reference to the instructions in your Lordship's despatch of the 24th of March last, I directed Mr. Consul Brackenbury to draw me up a paper with the required specifications. He has done it very clearly, and I inclose it herewith to your Lordship.

I have, &c.
(Signed) HOWDEN.

Inclosure 1 in No. 117.

Consul Brackenbury to Lord Howden.

My Lord, *Madrid, May 6, 1851.*

IN conformity with the instructions given to me by your Lordship, I have now the honour to inclose a general Return, showing the difference in the port charges levied in several of the ports in Spain, on a French and an English vessel of 100 tons burthen.

I also beg to inclose to your Lordship, the Returns drawn up by Her Majesty's Consuls, from which I have formed the general one. In these returns your Lordship will remark several facts worthy of notice, such as that of British vessels, excepting at the port of Vigo, paying higher dues than the French or Spanish vessels. Also, that under the head of harbour dues, a British vessel of 100 tons, pays at Barcelona 8*l.* 10*s.*, and at Bilbao 4*l.* 5*s.*, from which French and Spanish vessels are exempt. This amount charged at Barcelona, is for the construction of a new mole. At Alicante, the British pay for the same object 18*s.* 5*d.*, while French and Spaniards pay 1*s.* 5*d.*; and at Bilbao, the 4*l.* 5*s.* levied on British vessels for harbour dues, is for the support of the Charity House.

In port and lighthouse dues, French vessels enjoy in Spanish ports the same rights and privileges as Spanish vessels, by virtue of the 24th Article of the Treaty of Paris, of the 15th of August, 1761, called the Family Compact, and it would appear that Spanish vessels are allowed to carry on the coast-wise trade in France, although the like privileges are either denied in some ports in Spain to French vessels, and is the cause of constant complaints on the part of the French authorities, or in others are eluded by exacting a per-centage on the cargoes of 6 per cent. The Spanish Government, however, appear to consider that French vessels enjoy certain privileges in Spanish ports, because similar privileges are granted to Spanish vessels in French ports, and offer to enter into a similar Treaty of Reciprocity with the British Government.

The trade from the Spanish Colonies in British vessels to the mother-country is rendered impracticable from the high rate of differential duties imposed by the present Tariff, while the trade from the mother-country to the Colonies is not allowed.

The only coasting trade allowed to British vessels, and it is equally allowed to all foreign vessels, in Spain, is the carrying coal from Gijon to other Spanish ports, and whenever the railroad from Gijon to Langreo be concluded, which will open a quick and direct communication to the extensive coal mines in that part of Asturias, the British coal trade to this country will cease; and should the present contractors carry out their project of forming a safe harbour and a quay at Gijon, there can be little doubt of its becoming in a few years one of the first shipping ports in Spain.

I have, &c.
(Signed) W. CONGREVE C. BRACKENBURY.

Inclosure 2 in No. 117.

STATEMENT showing the Difference in the Amount of Port Dues paid by an English and by a French vessel of 100 tons in the following Spanish Ports:—

	Amount on English Vessel.			Amount on French Vessel.			Difference in favour of French.		
	£	s.	d.	£	s.	d.	£	s.	d.
Alicante..	5	15	2	2	19	6	2	15	8
Barcelona	16	10	7	5	19	6	10	11	1
Bilbao	19	3	9	12	12	11	6	10	10
Cadiz	8	3	5	7	2	2	1	1	3
Carthagena	5	17	3	4	16	0	1	1	3
Malaga	12	14	4	9	19	7	2	14	9
San Lucar de Barremeda ..	11	11	3	6	12	1	4	19	2
Seville	9	11	4	8	4	9	1	6	7
Vigo	4	16	2	4	16	2	Nil.		
Corunna	6	12	7½	6	0	1½	0	12	6
Totals	100	15	10½	69	2	9½	31	13	1
Average on the ten ports ..	10	1	7	6	18	3¼	3	3	3½

No. 118.

Circular to Her Majesty's Representatives Abroad.

Foreign Office, May 28, 1851.

I TRANSMIT herewith for your information a copy of a letter which has been received from the Statistical Department of the Board of Trade, containing information respecting the working of the new Navigation Law of this country as regards national vessels.

I am, &c.
(Signed) STANLEY OF ALDERLEY.

Inclosure in No. 118.

Mr. Fonblanque to Lord Stanley of Alderley.

My Lord, *Statistical Department, Board of Trade, May* 1851.

HAVING been directed by the Lords of the Privy Council for Trade to transmit to the Foreign Office, for the use of Her Majesty's Minister at Madrid, all possible information as to the working of the new Navigation Law as regards national vessels, I have herewith the honour of forwarding the annual accounts of shipping, exclusive of vessels in ballast; the financial accounts for the year 1850, containing the complete returns of the same, inclusive of ballast, and of the vessels built and registered in the year 1850; and the last quarter's account of shipping, exclusive of ballast. As there may appear to have been some delay in furnishing this information, I beg to explain that information for an earlier period would have been wanting in completeness, and calculated to mislead.

It appears from the accounts transmitted, that the tonnage of shipping of the United Kingdom, employed in the foreign trade, entered inwards in the year 1850 has decreased, as compared with the year 1849, 184,011 tons, and increased, as compared with the year 1848, 134,666 tons.

The tonnage of the shipping of the United Kingdom employed in the foreign trade, which cleared out in the year 1850, has decreased, as compared with the year 1849, 43,083 tons, and has increased, as compared with the year 1848, 18,318.

The aggregate tonnage of shipping of the United Kingdom employed in the foreign trade, which entered in and cleared out in the year 1850, has decreased, as compared with 1849, 227,094 tons, and increased, as compared with the year 1848, 152,984.

It does not follow, from the disappearance of 227,094 tons of British shipping from the inward and outward returns, that the employment of vessels of the United Kingdom has declined to that amount.

One of the good consequences reckoned on from the repeal of the Navigation Laws,

which favoured the direct trade, was the increase of the cross trade, and ships employed in the distant cross trade must, so long as they are so employed, disappear from the accounts of entries and clearances in the ports of the United Kingdom. A large extension of the cross trade must thus considerably diminish the accounts of tonnage in our home ports, and present a false appearance of decline in the employment of our shipping in the foreign trade. And that there has been an increase of the cross trade is certain, it appearing from returns relating to the American trade and navigation for the first six months of the year 1850, during which time the free-trade system was in force, that the British shipping, with cargoes from foreign ports, which would have been shut out under the former system, amounted to 68,000 tons. So that supposing the trade in the second half-year to correspond with the first, our ships, through the abolition of the restrictive system, will have found a new trade with our country amounting to 136,000 tons yearly, and accounting for three-fourths of the deficiency in our accounts of entries in the ports of the United Kingdom.

There is thus good reason to believe that there has been no decline in the employment of our shipping, and that, on the contrary, the supply of British shipping has not been equal to the demand.

Last autumn Messrs. Higgins, of Liverpool, stated in their circular: "The continued scarcity of British shipping in this port (Liverpool) obliges many foreign vessels to be taken for the Brazils and other ports, which would not otherwise be the case; whilst so entirely employed elsewhere are our A 1 ships that great difficulty is found in procuring vessels for which 300 to 400 tons is only admissible."

And this deficiency of supply of British shipping has not been confined to the second port of the kingdom; it has been experienced also abroad; and Her Majesty's Consul at Galatz stated in a despatch of September last, "The grain trade is likely to suffer very much from want of shipping, and extravagant freights may rule. At least 200 vessels are wanted for England, perhaps 300 may be wanted, and it does not appear that 100 are on their way to the Danube."

From a subsequent despatch from the same authority it appears that the supply of shipping for the United Kingdom proved so much short of the demand that grain destined for the English market was sent to Constantinople for transhipment.

And with reference to the general question of the working of the change in the Navigation Laws, Mr. Vice-Consul Cunningham states, "it may be pronounced with great confidence, that British vessels can successfully compete with vessels from any nation frequenting or likely to frequent the Danube or Black Sea." And further, he states, "British vessels sail cheaper than any Mediterranean vessels whatever, and therefore can stand against any competition they can possibly meet with in this quarter."

The insufficient supply of Britisl shipping to meet the demand for ships for the largely-increased imports and exports of the year 1850 is probably referable to the alarm of the shipowners at the prospect of the repeal of the Navigation Laws, and to their having consequently prepared for a decreased instead of an increased demand.

Certain it is that in the year preceding the change in the Navigation Laws, the building was below the average, the number of ships built and registered in the ports of the United Kingdom having been 730, with a tonnage of 117,953, the yearly average for the last ten years being 827 ships and 123,621 tons.

And the supposition that the shipowners in their alarm had unwisely contracted their stock of vessels before the change in the Navigation Laws came into operation, and showed them their error, is borne out by the fact that in the year 1850 the tonnage of the ships built and registered in the United Kingdom exceeded the average by upwards of 10,000 tons, though the number of vessels fell short of the average by 138; a fact deserving of special attention as denoting a change in ship-building, attributable to the change in the Navigation Laws.

Before the shipowners had discovered the groundlessness of their fears of foreign competition, the more intelligent and enterprising amongst them, foremost of whom was Mr. Lindsay, had perceived that improvement in the scantling, structure, and equipment of their ships was indispensably necessary, and the ships now built for the foreign trade are generally of a very superior class in every respect relating to stowage and sailing qualities. Thus has competition been immediately followed by improvement.

The account of the number of vessels, with the amount of their tonnage, built and registered in the United Kingdom in the last ten years, is as follows:—

Years ended 5th January.	New Vessels Built.		Years ended 5th January.	New Vessels Built.	
	Vessels.	Tonnage.		Vessels.	Tonnage.
1842	1,111	159,578	1848	933	145,834
1843	914	129,929	1849	847	122,552
1844	698	83,097	1850	730	117,953
1845	689	94,995	1851	689	133,695
1846	853	123,230			
1847	809	125,350	Average ..	827	123,621

One of the objections most strongly urged against a change of the Navigation Laws was the danger that British ship-building would be superseded by the purchase of foreign-built ships and the registry of them as British, and it was loudly asserted that the British builder could not compete with the produce of foreign yards, and that his occupation would be gone as soon as his rivals were admitted to the market.

It appears, however, that the foreign-built vessels registered in the ports of the United Kingdom in the year 1850 were only 57, of an aggregate tonnage of 10,499; and insignificant as this amount is, it would probably have been much less but for the representations of the impossibility of the British builders competing with the foreigner, which naturally invited foreigners to send their vessels for sale to a country where such advantages were promised them.

The encouragement to this speculation has not, however, been great, and the reduced price of ship-building in this country, which has been a consequence of the repeal of the Navigation Laws, will not tend to favour a repetition of the venture.

From the monthly accounts of Trade and Navigation for the present year, it appears that 761,521 tons of shipping have entered inwards within the quarter ending 5th of April, showing an increase of 134,003 tons as compared with the corresponding period of the year 1850, and an increase of 33,185 tons as compared with the year 1849.

Within the same period 907,823 tons of shipping of the United Kingdom have leared out, showing an increase of 69,893 tons as compared with 1850, and 38,205 as compared with 1849.

The increase of the foreign tonnage has been in a still greater proportion, 448,273 tons having entered inwards in the quarter; an increase of 164,892 as compared with 1850, and of 50,669 as compared with 1849.

The foreign clearances for the same period amounted to 420,073 tons; an increase of 116,769 tons as compared with 1850, and of 55,612 tons as compared with 1849.

This increase is to be accounted for in part, no doubt, by a deficient supply of British shipping. which has compelled merchants to have recourse to foreign vessels, and it is also to be observed that the cross trade opened under the new Navigation Law must swell the returns of shipping in our own ports, as it diminishes the account of our own tonnage in the same, and *vice versa*.

The largely increased demand for shipping may be inferred from the increase in the imports and exports of the quarter, the latter having advanced from 12,822,033*l*. declared value in 1849, to 14,655,153*l*. declared value in 1850, and to the unprecedented amount of 16,523,344*l*. declared value in 1851.

I have, &c.

(Signed) A. W. FONBLANQUE.

No. 119.

Lord Howden to Viscount Parmerston.—(*Received May* 29.)

My Lord, *Madrid, May* 23, 1851.

I HAVE had various communications with the Minister for Foreign Affairs, on the subject of the Convention by which various charges now levied on ships in the ports of each country are to be reciprocally remitted.

I found a great objection (which has always existed in the offices here) against the fact of a Convention at all, but I am inclined to think that I have removed it.

But there is another objection which I believe not possible to be removed, and that is to the provisions of this Convention being extended to the Colonies. Whoever is in office here immediately adopts the rule, so long and so authoritatively laid down, and to which such immense importance is attached, that the regimen of the mother-country is quite a distinct thing, and is to be carefully kept as quite a distinct thing, from that of the

Colonies. My belief is, and it is my duty to express it to your Lordship, that no Government whatever that came into power, be it Absolutist, Moderado, or Progresista, would contravene this fundamental axiom of policy, and it is therefore equally my conviction that it is perfectly useless to press the Spanish Government on that head.

I think it not impossible that a proposition may be made to me to conclude a Convention for five years between England and Spain, and even that will be considered as a great act of liberality by some, and as great proof of undue concession by others. Under these circumstances, I have to ask your Lordship's instructions what answer I shall give, and what I am to do, should I be able to obtain so much, at least, in facilitating the commercial communications between the countries.

I have, &c.
(Signed) HOWDEN.

No. 120.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, June* 11, 1851.

I TRANSMITTED to the Lords of the Committee of Privy Council for Trade a copy of your Lordship's despatch of the 23rd of May, requesting to be furnished with instructions for your guidance in the event of the Spanish Government proposing to you to conclude a Convention for five years between Great Britain and Spain for the equalization of port dues, the provisions of which Convention should not apply to the ports of the colonial possessions of Spain.

I transmit to your Lordship herewith, for your information and guidance, a copy of the answer which has been received from the Board of Trade upon this subject; and, in conformity with what is therein stated, I have to instruct your Lordship that, if the Spanish Government should propose to you such a Convention, your Lordship should say that Her Majesty's Government would be willing to assent to such a proposal; but your Lordship should send me, for the consideration of Her Majesty's Government, the draft of any such proposed Convention before it is signed by you.

I am, &c.
(Signed) PALMERSTON.

Inclosure in No. 120.

Mr. Booth to Lord Stanley of Alderley.

Office of Committee of Privy Council for Trade,
My Lord, *Whitehall, June* 5, 1851.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your Lordship's letter of the 31st ultimo, transmitting, with reference to the correspondence which has passed between this Department and the Foreign Office respecting the question of commercial reciprocity between Spain and the United Kingdom, copies of two despatches from Her Majesty's Minister at Madrid on the subject, in which he requests to be furnished with instructions for his guidance, in the event of the Spanish Government proposing to him to conclude a Convention for five years between Great Britain and Spain for the equalization of port dues, the provisions of which Convention should not apply to the ports of the colonial possessions of Spain.

In reply to your Lordship's request that Viscount Palmerston may be furnished with the opinion of my Lords as to the decision which should be taken by Her Majesty's Government in regard to this matter, I am directed to state that it appears to their Lordships that a Convention of the above nature may with propriety be assented to by this country, inasmuch as, to the extent to which it would go, it would be on the terms of *bonâ fide* reciprocity, which they conceive to form the most essential element of a Treaty. The contemplated Convention is moreover one which, as was explained to the Spanish Government in the correspondence which took place in the years 1847 and 1848, is necessary to enable the Government of this country to give Spanish vessels that relief from differential charges in British ports which we were willing to extend to them, in return for the concession of a similar nature offered by the Government of Spain in their letter to Her Majesty's Minister at Madrid of the 26th of September, 1847, but which

they at that time declined to include in a formal Convention, by which alone it could be made available.

The question of the differential dues payable by British vessels in Spanish ports, now under consideration is, however, as Lord Palmerston is aware, quite distinct from that of the differential Customs duties payable on the goods imported by them, in common with all other foreign vessels under the provisions of the Spanish Tariff. While therefore the conclusion of the Convention alluded to by Lord Howden will relieve the vessels of this country from the payment of duties of an unequal nature, from which the vessels of other foreign countries are exempt, it cannot in the opinion of my Lords be looked upon as in any way prejudicing the course which Her Majesty's Government may think fit to adopt in respect of the differential duties on goods, respecting which so many complaints have been addressed to them.

I have, &c.
(Signed) JAMES BOOTH.

No. 121.

Lord Howden to Viscount Palmerston.—(Received July 15.)

My Lord, *Madrid, July 8, 1851.*

I LOSE no time in sending a translation to your Lordship of the Report of the Commission which was named to examine the proposition for the equalization of port and ship duties.

I am pleased to see that in the various conversations I have had on the subject I have chiefly furnished the arguments which have been made use of to solve the question in a favourable sense, and I am still more pleased at having been accessory to a step which may be said to break the ice that keeps the commercial system of Spain in a state of torpor. Trusting that experience will soon lead the statesmen of this country to those general conclusions which have here partially developed themselves, I have, &c.

(Signed) HOWDEN.

P.S.—I hardly venture to state to your Lordship that I think there is a possibility of the Colonies being included in the new arrangement. Though I cannot say that I am sanguine on this head, your Lordship may depend on every exertion of mine to bring it about.

H.

Inclosure in No. 121.

Report of the Commission upon the Suppression or the Continuance of Differential Duties.

(Translation.)
To the Council.

THE Government of Her Majesty, through the channel of the Ministry of Finance, desires to learn the opinion of the Royal Council of Agriculture, Industry, and Commerce relative to the question of differential duties. The origin of this inquiry lies in the proposal presented to the House of Commons in England relative to the idea of reinstating the same differential duties upon Spanish shipping; from taking into consideration the verification of those vessels having since 1824 access to the commerce of Great Britain, and permitted to import the produce and manufactures of Spain, subject to duties equal to those levied on the shipping of that country; and from England having since January 1850 opened to Spanish commerce the ports of that country, and of its Dependencies, under the same conditions as those imposed on British shipping, while no modification whatever has been made in the differential duty at present in force here.

In virtue whereof the following questions are submitted to the Council:—

1. Does it suit Spanish commerce to extinguish differential duties with respect to England?

2. Would it be advisable to extend the same to other foreign countries, according to the system of reciprocity?

The Commission charged with laying its judgment before the Council relative to these points will adopt the necessary measures for answering these queries, each in turn.

Before doing so, however, the Commission conceives it to be its duty to extend its inquiries upon another point, which it holds to be preliminary to the question.

Bearing in mind the international laws established on the point in question between Spain and England, what are those that the latter may bring forward to exact the suppression of a differential duty in Spain? What would be the amount of the projected increase should it come into play, and what are the interests of Spain in the present question, and in all questions of commerce generally?

The international law between both Powers relative to this affair is laid down by the Treaties of 1665 and 1667, in the Ist Article of the former, and in the XXXVIIIth Article of the latter,* and by the Ist Article of the Treaty of Utrecht, whereby they are confirmed.†

In both Treaties both Powers stipulate to treat each other on the footing of the most favoured nation. Those Treaties, always essentially destructive to the weak party, are so all the more, if one considers that not only is that party thereby bound to receive the law of the stronger, but also that that party is thereby prevented from consulting freely its own interests.

There are in effect countries which, in exchange for concessions and facilities that are objects of great necessity to us, would be able and ought to receive from us favours which in truth would not be such, but a reward for other advantages, but which, nevertheless, would be asked as favours and rewarded as such.

Portugal may serve as an instance in the question of the navigation of the large rivers, which, running from our territory to theirs, traversing the former, discharge themselves into the ocean.

Well, then, to those concessions there may continually be the obstacles of the constrained condition in which we have to treat with England and France, as on the footing of the most favoured nation. Hence it is clear to the Commission that one of the most pressing necessities for Spain is to shake off this yoke, and that in exchange for so doing some disadvantage may well be encountered. Well, granted, may this end be attained by means of the present question?

The Commission is of opinion that it may be done.

Spain has not failed with regard to these stipulations. English shipping enter her ports on the footing of the most favoured nations. She is in the condition, then, of requiring the same treatment with respect to her, denouncing the Treaty in the contrary case, so that it may go for nothing if infringed, and thus placing both nations in the position to act henceforth as may best suit them; and this case will hold good should the English nation, executing their threat, establish the reprisals which they propose, and which they have no right to impose according to the terms of the Treaty, inasmuch as it is not absolute reciprocity but a relative one which is therein established, nor can they have recourse to the former without rescinding what has been expressly guaranteed.

Having examined the question upon these grounds, the Commission proceeds to consider it in the light submitted to it by the Government.

Does it suit the commerce of Spain to put an end to the differential duties? Or rather will such a course be prejudicial to the Spanish flag? The Commission puts this first question in this second form, because in truth the reason on which such a law is based, is the direct development of shipping, which it is assumed will conduce to the benefit of commerce. So that it is only in this indirect way that it is presumed to infer that a law of this nature is in the interest of commerce.

Hence, it is to be observed, that the main idea in this kind of question is the development of commerce. Well, then, the latter in order that it may be truly and solely developed can only be so by means of exchanging one product for another, or in other words by selling and buying extensively.

For the former an extensive production, and on favourable terms, is requisite; for the latter the admission of as many articles as possible for sale. Or, to put it more correctly, both things are necessary to realize either of the extremes, inasmuch as an interchange is not conceivable without there being two prices, nor is it admissible that exports can be great without corresponding imports, nor that this importation can be carried on on a permanent footing unless the cost of the purchases is paid by sales as a set-off, if not equivalent, at least proportional thereto, and that necessarily there must be a tendency in these exchanges to find their own level, there being left to them the only element in which this sort of transaction ought to be carried on, that of freedom.

In fact the most powerful means, or rather the only efficacious and practical ones of

* See "Prontuario de los Tratados de Paz, Alianza y Comercio de España, desde el establecimiento de la Monarquia Gotica, hasta fin del Reinado del Señor Don Felipe V." Madrid, 1752.

† Cantillo n. 73º

protecting commerce, are contained in this single idea, and in this sole word. Facilitity of communication is liberty, the removal of impediments and molestations, the extinction of prohibitions, is also liberty, as is also the diminution of protecting duties; it is precisely this which is liberty; always and every where liberty is the soul of commerce. By this it is not said that it is to be adopted without limits, nor that considerable interests, created under the shadow of the laws, should, on a sudden, be put an end to. What the Commission now does is to establish a fact, and to deduce a principle from it. The consequences thereof will be applicable in such a manner, and as far as they will suit. We only establish it in the point of view in which it has been submitted to us.

The nature of commerce being thus known, and its true interests, and by means of them the ends which, to its benefit, the Government ought to have in view, we now enter upon the examination of what the mercantile marine is with respect to a Government.

It is a means and an effect, but not a means and a cause—an important distinction, since from not having this in view, all those errors arise which are committed upon this point, one of which we do not hesitate to say are differential duties.

Shipping is the means by which commerce realizes its exchanges, but when commerce has to be carried on, the means of carrying on comes readily as a matter of necessity; and it is for that that we have said that is also an effect. Well, the idea that by simply increasing shipping, business will be augmented when a country has no population, and for that reason no consumption of merchandize, nor wants, nor means of satisfying them (be want ever so great, for that supposes poverty and languidness, whereas from an increase of well-being there arise always new and legitimate wants), is a thing which we do not suppose any one can seriously maintain.

For what are we to require shipping unless we have something to carry? But even having it, what will it matter to us whether such business has been carried on or not? For it is within these limits that we may arrive at grounding the question, if we begin to grant privileges to one class, the shipowners, giving them our profits and imposing in their favour a contribution upon consumers, that is to say, upon the whole population, sacrificing on the altars of private benefit (however considerable it may be held to be), with a single blow, both producers and consumers, because if this is in reality what happens with all prohibition, and even with all protection likewise, in others, there is at last a hope, more or less legitimate and grounded, of developing in the country a new element of production. But here the very contrary happens. In the first place, we are not aware that any one has maintained prohibition in this branch; in the second place, protection in other branches attacks some one kind of produce: in this it attacks every kind, because cheapness of freight is a necessary datum in the invoice of every mercantile expedition, without which none would be realized. For of what use would it be to us to have our bays studded with vessels favoured by duties and insurance premiums, if the cost of building those vessels were an overcharge to the speculator, to such an extent that the speculation should lose its force, that our produce laying idle should flow back again upon the home consumption, crushing further produce, and, moreover, that the differential flag duty should scare the competition of conveyance from our ports.

And let it not be thought that in the preceding words the Committee pretends to establish irrevocably the fact that our shipowners fit out their vessels at a dearer rate than those of foreign nations.

The Committee entertains the belief, as regards some foreign nations, especially of those in which wood for ship-building superabounds to that extreme as to be taken to market, and in which iron and other articles are manufactured under such conditions, that not even our own in our own country, and with protective duties, can equal them. But if happily it should not be so, what would our vessels have to fear from competition? And, above all, from that competition would spring cheapness, from cheapness facility and possibility of selling at a lower price, and the increase of consumption; the necessary consequences of which are, first, the increase of business, next the increase of produce, which forms the wealth of the individual, and, taken collectively, the wealth of the State.

These principles of never-failing truth would, doubtless, suffice to fix the opinions of the Committee on this head, but they are, moreover, supported by the enlightened opinions of other mercantile corporations, and, above all, by the touchstone of experience. The talented Report given in 1847 by the enlightened Board of Commerce of Bordeaux, in answer to a consultation which, with very different views, was addressed to it by the protective association of national works,* may serve as an example in the former. "It is necessary we should not deceive ourselves, says that respectable corporation; the net of

* *Vide* the "General Repertory of Ancient and Modern Political Economy," by A. Sanderlin, 1848. Vol. vi, Article "Commerce: on Maritime Interests and Protection."

prohibitive, protective, and differential duties in different scales, which form the inexplicable labyrinth of our Customs' legislation, are the cause of decay and the source of death to the navy."

As an example of the truth which we have asserted that the growth and increase of the merchant navy follow the demands of trade, and show themselves in such a manner as to give rise to competition with foreign shipowners, and ends by vanquishing them, we can cite Holland and England. The Dutch were for some centuries (not remote from our own) the universal navigators and carriers by sea, the conditions of their country admirably adapted them to build vessels. Nevertheless, see how England, not by the navigation law, as some erroneously believe, but in spite of it, has snatched from them this sceptre to unite those of every sea. And that this has occurred, in spite of the navigation law, we affirm by two arguments. First, because on the abolition of the navigation law trade has developed itself more than ever, and ship-building in a like proportion; secondly, because, with a system similar to that of the old English navigation law, and the fiscal French legislation being a most zealous protector of her navy, France stands in need of a merchant navy, confessing and lamenting sincerely on all occasions this inferiority, which without any doubt she has relatively, even as regards ourselves.

But the protective system has another objection on this head which is particularly inherent to it—reprisals. Already the English Government threatens us with them. It indeed tells us that if we impose differential duties on its vessels, our vessels will suffer in its ports the same imposition. And what should we do if in addition to the Spanish produce shipped by our vessels, and even the English produce conveyed in Spanish vessels from its ports, they should assign a duty equivalent to that of the advantageous flag duty? Should we have recourse, as a compensation, to export duties (the most odious and unjustifiable of all) on such articles as are carried by British vessels? But this would be to impose a double burden on the grower, and the consequences thereof would be as quick and as inevitable as they would be disastrous.

And to prove that our fears are not groundless, and that this reprisal would be the consequence, carried out to its full extent, see what the Board of Commerce of Bordeaux states in the aforesaid Report. It says, "The great movement carried on between England, the United States, and France, has for its object the transport of coals from the former and of cotton from the United States. Well, whenever the day arrives in which a differential duty be imposed on the entry of these articles, whether imported in British or American vessels, one and the other Power, to incline the balance in its favour, would only have to impose an equivalent export duty on coal, cotton, and other merchandize which French vessels might ship at their ports.

"On the other hand, as England and the United States are at liberty to impose on our vessels which may convey to, or may go to load merchandize at their ports, duties equal to those levied in France on their flags, where and what is the advantage which our navy would derive. How is it not seen that with such arms, which are at the will of every Government, nothing is easier to any than to impose a Treaty of reciprocity as regards navigation?"

Add to this, that looking into the actual state of our trade, if it be borne in mind that England is the binding and only market for itself and for Europe of many of our articles,—for example, the wines of Xeres, the quicksilver, the sugars, and tobacco of our Antilles, and others. When the Tariffs have hitherto entirely prevented the bringing return cargoes (the smuggler, it is known, does not pay differential flag-duty, nor perhaps withal is Gibraltar for some years back the place from which principally comes the contraband which infests our markets) it is evident that this situation would become doubly distressing to us.

The continuation, then, of the differential flag duty with England is of no matter to our commerce, it is rather our interest to suppress it. Neither is it a matter of importance to our merchant navy; because supposing that by its continuation it is protected, it would bear with it its decay, in a want of support, by the want of commerce, and with it would likewise cease to exist the Royal Navy;—an important consideration, which the Committee points out, because, perhaps, it is borne in mind in these calculations, even although it may not have been expressly invoked by it. And on this consideration, although cursorily, the Committee believes it expedient for the same reason to state its opinion, trade forms the growth of the merchant navy; it springs out and strengthens itself with it, and by it is regulated the Royal Navy, and each, whenever they are not proportioned to the wants of trade, becomes a real superfetation, destined to perish, carrying with it the downfall of no small interests, and disconcerting or retarding even the opportunity of being brought forward at some future period usefully and opportunely.

The last question made by Her Majesty's Government is, whether the benefit of flag ought to be abolished as regards other nations?

The answer cannot but be affirmative, considering the convictions entertained by the Committee on the preceding question.

Combining, therefore, their sentiments, the Committee opine that England has no right to exact the abolition of the differential flag duty, invoking absolute reciprocity, that Spain should do as much as she has done, not for the convenience of Spain but for her own. The basis of existing Treaties do not establish reciprocity in this sense, but so far as each of the two nations may obtain from the other the advantages which this may grant to the most favoured. In accordance therewith, England, who cannot exact from Spain that abolition which Spain has granted to none, cannot deny it to her, as England has granted it to others. The Treaty ought, therefore to be denounced or declared broken, and the parties free.

This being obtained, and observing if the abolition of the aforesaid duty, stipulated with any other nation, can be the means of deriving therefrom other advantages, then to employ it.

And as a last contingency, even although it should be gratuitously consulting self-interest alone, abolish completely and generally, with all such as may grant us reciprocity, the differential flag duty; never forgetting the principle that the true interest of commerce, and as an effect and not a cause of the same, the principle of the protection of the navy, lies in the increase of trade, which increases so much the more as the facilities are greater.

Such is the conviction of the Committee, which the Council may enlighten by its superior wisdom.

(Signed) MANUEL DE MAZARREDO.
FERMIN DE LASALA.
JOAQUIN ALFONSO.
LUIS PIERNAS.

Madrid, March 29, 1851.

No. 122.

Lord Howden to Viscount Palmerston.—(Received July 15.)

My Lord, *Madrid, July* 8, 1851.

I HAVE the honour to forward to your Lordship a translation of the reply of the Marquis of Miraflores to my note transmitting to the Spanish Government the petition of the Kincardine shipowners that the present existing differential duties may be put an end to.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 122.

M. de Miraflores to Lord Howden.

(Translation.)

Sir, *Madrid, June* 27, 1851.

THE Minister of Finance having taken into consideration the note which you were pleased to address to my predecessor in office, recommending a petition from the Kincardine shipowners, has stated to me that their wishes cannot be complied with, because the differential duties, the abolition of which they request, are established in the existing Tariff according to the basis of the Law of July 1849, which can only be altered by the Legislative power. Neither can this petition be resolved upon in an isolated manner, because, in consequence of the notes addressed by you to Her Majesty's Government on 3rd and 15th of April last, urging Spain to accede to the equalization of duties for the flags of the two countres, a Commission was appointed, as you are well aware, to report upon either the either the expediency or impossibility of admitting the bases of the new English navigation laws. The decision which Her Majesty's Government will adopt, after having seen the opinion of the aforesaid Commissson, will settle the principal question which has been the object of your exertions, and will consequently decide at the same time

upon any petitions which, like the one from the Kincardine shipowners, are comprised in it.

I avail, &c.
(Signed) MARQUES DE MIRAFLORES.

No. 123.

Lord Howden to Viscount Palmerston.—(*Received September* 15.)

My Lord, *Madrid, September* 9, 1851.

AS your Lordship may suppose, after having transmitted to you in my despatch of the 8th July,* the favourable Report of the "Consejo Real" on the proposition to establish a reciprocity in the charge imposed on shipping, I have used my best endeavours to bring the question to a solution, with the view and hope that it might come into operation, in its amended state, on the 1st of next January.

I addressed a note to the Marquis of Miraflores, a copy of which I likewise annex.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 123.

Lord Howden to the Marquis de Miraflores.

Sir, *Madrid, September* 6, 1851.

I TAKE the liberty of again not only troubling your Excellency, but entreating your Excellency to press upon the Spanish Government, the solution of a question highly interesting to both countries, and I feel sure at the same time that the Government of Her Catholic Majesty will acquit me of undue and unbecoming importunity when I recall to their memory that my first note to the Marquis of Pidal on the subject, in which I developed at length the whole question, was dated as far back as the 9th of August, 1850, now more than one year ago.

In common with others I have heard with great satisfaction a statement or rather a rumour, for it has never been officially communicated to me, that the Government of Her Catholic Majesty, acting in the spirit of those enlightened views which most certainly have penetrated its councils, and with tendencies to adopt a course which experience not theory has proved to be beneficial to the nations who have followed it, have found their ideas confirmed by the majority of those respectable advisers to whom those ideas have been submitted, and that a new system, in accordance with the liberality of the age, has found favour in the eyes of the learned Councillors of the State.

If this be true, the few observations with which I wish to trouble your Excellency are these—

I hope and trust that your Excellency as well as the Spanish Government, are aware of the anxious desire I feel at all times to do everything in my power, and that my position permits, not only to do what is agreeable to them but to ward off everything that can directly, or by implication have a contrary effect, and I equally trust that your Excellency will believe that the same desire animates those by whom I am employed, but circumstances at times exist, as in this instance, in which no good will is sufficient.

Your Excellency is aware that on the 1st of January, 1852, a period not far removed, ships under the Spanish flag will have entered the ports of the United Kingdom for the space of two years with the enjoyment of the same franchises as English ships, while during this long period English ships entering the ports of Spain have enjoyed no reciprocity whatever.

I confidently ask your Excellency whether this state of things is just, and whether it can possibly continue?

Your Excellency from experience, residence in England, and acute penetration, knows better than most people what is the working of that Assembly called the House of Commons, and that there are an infinity of points, which the Government must concede, and still more especially on the point to which my remarks refer, as already, on three separate occasions, the discussion on the refusal, or at least delay of reciprocity by Spain has been deferred at the request of Her Majesty's Minister for Foreign Affairs, and the

* No. 121.

expression of his hope, and even expectation that the Government of Spain was occupied in a speedy solution of the question of mutual navigation.

Your Excellency is aware that the English Parliament is likely to meet in January, and there is no manner of doubt but some independent member, stimulated by what is called the Shipping Interest, and irritated perhaps at the one-sided state of things now prevailing will move an Address to Her Majesty to impose on Spanish ships, the same charges under which English ships labour in the ports of Spain, the Government will have no plausible reason to assign against the motion, and thus tardily, and unwillingly the Executive will be forced to use the powers given to the Crown in the Bill itself by which the former Navigation Act was altered.

It is therefore with an anxious desire to prevent the complications and additional delays which would ensue from these untoward circumstances, that I hope they may not take place, as there seems no overpowering reason for their not being avoided. If your Excellency agrees with me in the principle of the arrangement proposed, I am sure your Excellency will agree with me in the above considerations dependent upon it, and of the very great advantage and importance, and I may say necessity that the new state of things (if, indeed, I am justified in the expectation that it will be adopted by Spain), should begin its operation with the new year that is from the 1st of January, 1852, just two years after the new English Navigation Bill came into force, and two years after the Government of England has very willingly conceded gratuitous advantages to the flag of Spain, in order to give fair time for reflection and for those dispositions attendant on all changes of policy. Your Excellency will I am sure not say that that time has been niggardly dispensed.

In earnestly claiming your Excellency's attention to this note, and if I can hope as much, your Excellency's kind and powerful assistance in attaining its object which I sincerely believe likely in the end to be as beneficial to one country as the other, I seize this occasion, &c.

(Signed) HOWDEN.

No. 124.

Lord Howden to Viscount Palmerston.—(Received September 23.)

(Extract.) *Madrid, September 15, 1851.*

IN connection with my despatch of the 9th instant, I herewith inclose to Lordship translation of the official answer of the Minister for Foreign Affairs.

Inclosure in No. 124.

The Marquis de Miraflores to Lord Howden.

(Translation.)

My Lord, *Madrid, September 8, 1851.*

I HAVE read with great attention the observations which your Lordship develops in your note of the 6th instant, respecting the expediency for Spain of her corresponding to the franchises and exemptions which England grants at the present time in the ports of the United Kingdom to the vessels of all nations by her new navigation law, by the adoption, on the part of Spain, of a system of perfect reciprocity.

I must first of all—and it is to me a most gratifying duty—do full justice to the feelings and intentions by which your Lordship is animated in behalf this country and of its Government. I do not hesitate to acknowledge how much those feelings and intentions have facilitated up to the present moment the official relations with your Lordship, and contributed to maintain a good understanding between the two Cabinets.

I trust that your Lordship will not, on your part, entertain the least doubt as to the good wishes by which Her Majesty's Government is animated to do everything which is consistent with the interests of Spanish navigation, tending to give satisfaction to the interests of Great Britain and to conciliate them with those of Spain. But your Lordship will not be surprised, at the same time, at my abstaining from advancing any judgment on a question which, being now submitted in Spain for examination to the most competent persons, is so intimately connected with the protectionist system hitherto followed by the Spanish Government, and the solution of which has cost so many years of meditation, and so many efforts to the most eminent statesmen in England.

What I can at once offer to your Lordship, and will hasten to do, is to call the

earliest attention of the Cabinet of the Queen, my Sovereign, to your Lordship's important statements, and to urge the necessity of a speedy decision on the subject; and I can assure your Lordship that whatever that decision may be, the enlightened opinion on which your aforesaid statements are founded, will deserve the most serious consideration on the part of Her Majesty's Government.

I avail, &c.

(Signed) MARQUES DE MIRAFLORES.

No. 125.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, September* 22, 1851.

WITH reference to your Lordship's despatch of the 9th instant, I have to acquaint you that Her Majesty's Government approve the note, of which a copy is therein inclosed, which your Lordship addressed on the 6th of September to the Spanish Minister for Foreign Affairs, urging upon his Excellency the importance of some decision being speedily come to by the Government of Spain respecting the differential duties still levied in Spanish ports on British shipping.

I am, &c.

(Signed) PALMERSTON.

No. 126.

Lord Howden to Viscount Palmerston.—(Received October 7.)

(Extract.) *Madrid, October* 1, 1851

AFTER the Report on the reciprocity in navigation had been made by the section of the "Consejo Real," specially connected with matters of commerce, it was submitted to the "Junta de Aranceles" (or Board of Tariffs), for final decision. The death of one of the members of that Board suspended its sittings for some time, but I am glad to say that my representations on this delay have had the effect of naming Señor Oliver, a Senator, in the place of the gentleman deceased, and I have the additional satisfaction of finding that he has been named President of the Board. It is most dangerous in this country to make any speculations upon what may, or may not happen, but I am not without hope that the question of differential duties on the cargoes may be attached to that of differential duties on the vessels themselves. At all events I have taken steps to have this view of the question discussed. I lose no opportunity of pressing a decision that may be communicated to your Lordship before the meeting of Parliament, and I have again spoken to Señor Bravo Murillo on the subject.

No. 127.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, October* 17, 1851.

WITH reference to your Lordship's despatch of the 1st instant, I have to state to you that Her Majesty's Government approve of the course taken by your Lordship on the question of the reduction of Spanish differential duties.

I am, &c.

(Signed) PALMERSTON.

No. 128.

Lord Howden to Viscount Palmerston.—(Received October 22.)

My Lord, *Madrid, October* 16, 1851.

I INCLOSE herewith to your Lordship translation of the Report on the reciprocity question in navigation. The introduction of the Colonies arrested, as I expected, the

attention of the Foreign Office, but I have no reason as yet to say that any formal objection has been made to it.

I regret to say that this Report has still to pass through the Departments of Marine and Finance.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 128.

Report of the President of the Committee respecting the proposed Reciprocity of Navigation and Port Dues for English and Spanish Vessels.

(Translation.)

Most Excellent Sir,

AS soon as the Commission named by the Ministries of Foreign Affairs, Finance, Marine and Commerce, to report upon the proposition of reciprocity made by Great Britain with respect to her new navigation law, was installed, the individuals who composed it were aware that the affair which the Government had placed under their care demanded a scrupulous attention, which should compensate for the inevitable delay it had suffered from in the illness and death of the former President, Señor Don Juan José de Arguindegui, in whom the Ministry of Foreign Affairs placed most justly the greatest confidence. The Commission has therefore agreed to bring without delay under the consideration of your Excellency the result of their first deliberations relative to the affair under discussion.

The British Cabinet proposes to the Cabinet of Her Catholic Majesty in the communication submitted to its examination that a Convention should be framed between the two nations, in virtue of which their respective vessels shall be considered reciprocally as national vessels with respect to the payment of every class of navigation and port dues, and that moreover there should be struck out from the maritime Custom's Tariff, in as far as regards Great Britain, the charge known as the differential duty of the flag; so that a Spanish vessel which should arrive at any of the British ports whether in Europe, Asia, Africa or America, should not pay any other or higher navigation and port dues, than those paid under equal circumstances by a British vessel, and that the clearance of the merchandize which it has on board, should not suffer any additional duty under the head of flag; and that in their turn British vessels which frequent our ports of Europe, Africa, Asia or America, should not pay any other or higher dues for any of those cases than those which are paid to the Customs by, and are levied in the ports on vessels of our own nation.

The British Cabinet in communicating this proposition to the Spanish Government, declares itself authorized by Parliament to impose on vessels and merchandize of those nations who do not accept this reciprocity, such prohibitions and charges, whether as regards the navigation or the merchandize imported into the dominions of Her Britannic Majesty, or exported from them, sufficient to balance the disadvantages experienced by the English flag in Spanish ports, which means in other words, that nations who place themselves in such a condition, must renounce all hope of maintaining favourable commercial relations with England, a most embarrassing situation for Spain seeing the utility which our agriculture derives from the predilection shown to the principal products of its soil in the latter country.

The English Cabinet says likewise through its worthy Representative at this Court, Lord Howden, that Spanish vessels are enjoying by a special consideration the benefit of of this reciprocity in British ports since the 1st of January 1850, that is to say for the space of nearly two years, whilst differential duties still exist in Spain, and that Lord Palmerston having been questioned in the House of Commons relative to this irregularity, put off with great difficulty the answer till the first Parliamentary session of that country which is to take place in the month of January next, wherefore his Lordship would wish that the Government of Her Catholic Majesty would enable him to satisfy the House by giving it without loss of time a favourably answer.

The Commission on taking into consideration these antecedents, and on studying the nature of the project referred to, has thought that the only way which presents itself of answering with any degree of despatch the British Government, and of giving to that allied nation a proof of our sympathies would be to divide the affair in question into two parts, separating that which relates to navigation and port dues, from that which relates to the differential duties of the flag, and the most difficult point in that negotiation; so that as the Government of Her Majesty agrees at once to the first part, in

which it meets with no difficulty, there will remain the decision on the second part, put off for some little time until the report be added the instructions wanting. This idea appears to be so much the more worthy of consideration, inasmuch as the Government of Her Majesty does not require in the opinion of the Committee to be authorized by a special law, to draw up a Convention relative to navigation and port dues: first, because the affair under examination cannot be considered as a special Treaty of Commerce, the only ones of the kind submitted to the deliberations of the Cortes. Secondly, because this requisition was not considered necessary in 1844 to concede to France the same reciprocity which is now demanded by England, and which the former Power is in peacable possession of now these seven years. To subject moreover at present the Convention with Great Britain to such a course, would be to condemn it to an unnecessary delay.

Arrived at this point the Commission must justify the opinion given in favour of the acceptation of reciprocity in as far as regards the navigation and port dues, as well in Spain as in our possessions of Asia and America. The Commission professes the principle that a civilized Government ought to remove with a strong hand all the obstacles which oppose themselves to the free exercise of the different branches of the public wealth, giving to all the same protection. The Spanish mercantile marine is visibly declining, owing to causes intimately connected with our agriculture and commerce. One of the obstacles which it has to struggle against in the foreign markets is, without doubt, the excessive rate of the navigation dues which, coupled with other expenses, higher in our vessels than in foreign ones, prevent them from competing in the cheapness of freights, the result of which is that foreign vessels are preferred for the commerce of our own country. In England, for example, the vessels of the Powers who have no Treaty of Reciprocity are subjected to the payment of a serious due for tonnage, to lighthouse dues double of what vessels of the country pay, and to an increase of 25 per cent. on pilot dues. The Commission is of opinion that if the Government of Her Majesty would cause this serious difference to be struck out, it would be dispensing a positive benefit to our mercantile navy which could not but make itself felt in its future prosperity. Help it to reduce the expenses of transport, and a great step will have been taken to bring it out of its actual prostration, the only legitimate means of obtaining such a result, since commerce, industry, and agriculture have an evident right to employ the most advantageous means of transport, whether native or not.

If the reasons here exposed are of any value as regards our commerce and navigation in Europe, they have likewise their value as applied to the Colonies. From the moment that the colonial system we sustained in America for three centuries with so few happy results disappeared from our mercantile code; from the moment that the brilliant remains of our domination in the New World were thrown open to foreign commerce, the Commission does not understand how there can be distinct rules for the economical administration of those countries. In the latter, as in Europe, public prosperity is founded on the same basis, viz., on the encouragement of agriculture, industry, and commerce. There, as here, these branches are fostered by means of the celerity of traffic which multiplies the exchanges, and facilitates the extraction of those precious products which abound in those countries. Where is the difference then between the interests of America and those of the old continent? Is the mother-country to obtain a less share in their aggrandizement and prosperity? That there should be some difference in the political system is very right and proper, but wherefore in the economical? The Commission cannot do away with the conviction that there does not exist any political or economical reason which should prevent that reciprocity of which we are treating from being extended to our provinces of Asia and America.

It is true that the Spanish nation has a perfect right to be treated in England as the most favoured nation, without the necessity of subjecting itself to that reciprocity, or to any other gratuitous or onerous condition. This is constantly repeated in all the Treaties which Spain has celebrated with that Power from 1665 to 1783, all in full force according to the Treaty of the 5th of July of 1814. But such is the imperfection with which the said Treaties have been fulfilled by one and the other party in the space of the two last centuries, that one can hardly say with any degree of seriousness that that clause exists, as is proved by the violent interpretation given to its meaning, at an epoch not far remote, by Lord Aberdeen, British Minister for Foreign Affairs, with regard to the question of Cuban sugars; an interpretation which the Spanish Government tacitly agreed to, the efficacy of that clause remaining thus from that moment null and void. But nevertheless, the Commission is of opinion that in drawing up the Convention relative to the affair in question, an Article should be introduced into it which should establish that for the future Great Britain cannot exact from our Government the being treated as the most favoured nation, without placing itself under the same circumstances in which that

nation is placed which has merited the favour which the English Cabinet now practises towards us.

The Commission would have desired that the reciprocity sought for should have been such as is provided for and ordained in our laws. The Royal Schedule for the formation of the Admiralty promulgated by Charles IV on the 27th of February of 1807, says as follows, in its Article XLVIII:—

"Foreign vessels will contribute in the ports of Spain and adjacent islands, the same sums as those levied under whatever title, motive, or object on Spanish vessels in the ports of those Powers to whom they belong, and that same reciprocity will always be observed for the future, so that the contribution will rise or fall according as each one of those Powers from whence those vessels may be shall diminish or augment it on those of Spain."

Reciprocity interpretated in this way would have been much more advantageous for us, seeing that the imposts laid upon the national flag in the ports of Spain are small. But as this is not possible after the concession made to France under the same footing of reciprocal nationality solicited by England, the Commission has cited this law merely to show that the idea of such a class of reciprocity was not foreign to our statesmen at the beginning of the century.

The Commission, fearing that it has trespassed already too much on your Excellency's kind attention, concludes by begging your Excellency to consider this Report as the expression of the lively desire which animates them of conciliating the interests of our agriculture and commerce with the no less sacred interests of our mercantile navy.

God preserve, &c. (Signed) PEDRO PASCUAL DE OLIVER.

Madrid, October 11, 1851.

No. 129.

Lord Howden to Viscount Palmerston.—(*Received October* 24.)

(Extract. *Madrid, October* 9, 1851.

THE Board sitting to examine the proposed reciprocity in navigation recommends boldly the adoption of the principle of reciprocity, and it being promulgated without loss of time, giving at the same time an opinion favourable to the suppression of the discriminating duties on goods as carried under different flags, but stating that they required more time to give a final Report on that proposition.

I have procured the assimilation in the Report of the Spanish Colonies with the mother country in the reciprocity. I cannot yet take upon myself to say that this introduction will be admitted by the Government, but I have reason to trust that it will pass.

The Board also expresses its opinion that a Convention to the effect of establishing this reciprocity is not a document of a nature which requires it to be submitted to the Cortes, and that it may be signed immediately.

I send your Lordship a translation of an Article which the Board wishes to be inserted after Article II in the Convention which your Lordship transmitted to me in your despatch of the 3rd of April of this year. Its intention is to meet an observation often made here, and which I have never thought it worth while discussing so long as I saw that I was making progress by resting the case on the evident Spanish interests prospectively involved in the question.

The rest of the Convention meets here with no objection, and your Lordship will examine the Inclosure and consider whether it suits you that it shall be inserted; if so, at this moment there appears to be no reason why the Convention should not be concluded at once; but your Lordship will see the importance of giving me a speedy answer to this despatch.

Inclosure in No. 129.

Article proposed to be inserted after Article II of the Convention on Reciprocity of Navigation.

(Translation.)

IT is true that the Spanish nation has a perfect right to be treated in England as the most favoured nation, without the necessity of her subjecting herself to that reciprocity, or to any other gratuitous or onerous condition. So is it constantly repeated in those Treaties which Spain has celebrated with that Power from 1665

to 1783, all of them in force, according to the context of the Treaty of the 5th of July, 1814. But so imperfectly have those Treaties been fulfilled by either party in the lapse of the last two centuries, that one can hardly say that that clause seriously exists, as was proved, among other things, by the violent interpretation given to its meaning at an epoch not far remote by Her Britannic Majesty's Minister for Foreign Affairs, Lord Aberdeen, relative to the question of Cuban sugars—an interpretation which the Spanish Government tacitly agreed to, the efficacity of the above-mentioned clause being thus from that moment destroyed.

But, nevertheless, the Commission is of opinion that in drawing up the Convention relative to the affair in question, an Article could be introduced into it which should establish that, for the future, Great Britain cannot exact from our Government the being treated as the most favoured nation, without placing itself under the same circumstances in which that nation is placed which has merited the favour, which is what the English Cabinet does as respects ourselves.

No. 130.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, October* 29, 1851.

I HAVE received, and have referred to the Board of Trade, your Lordship's despatch of the 9th instant, inclosing a paper containing the substance of an Article which the Board appointed by the Spanish Government to report upon the proposed Convention between England and Spain respecting port dues is desirous to have inserted in the said Convention; and I have to inform your Lordship that Her Majesty's Government do not think it would be advisable to adopt the precise words proposed by the Spanish Board, because those words might from their vagueness be liable to misconstruction.

But Her Majesty's Government have no objection to insert in the proposed Convention a clause similar to that which has been inserted in recent Conventions between England and foreign countries, and which was designed to answer the same purpose, and is, with slight modification, to the same effect as that which has been submitted to your Lordship by the Spanish authorities.

I have accordingly to instruct your Lordship to propose the following Article to the persons appointed by the Spanish Government to manage this matter, viz., "In all that relates to duties of Customs and of navigation, the two High Contracting Parties engage that any privilege, favour, or immunity which either of them may grant to any other Power, shall be also and at the same time extended to the subjects of the other High Contracting Party gratuitously, if the concession in favour of that other State shall have been gratuitous, or on giving a compensation as nearly as possible of equal value and effect, to be adjusted by mutual agreement, if the concession shall have been conditional."

I have to authorize your Lordship to sign the Convention in question, either with or without the Article above quoted.

I am, &c.

(Signed) PALMERSTON.

No. 131.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, October* 29, 1851.

WITH reference to your Lordship's despatch of the 16th of October, inclosing a copy of the Report of the President of the Board appointed to examine the question of reciprocity in navigation between the ships of Spain and Great Britain, I have to state that Her Majesty's Government have seen with great pleasure the development of sound principles of commerce and of doctrines of enlightened policy contained in this Report; and Her Majesty's Government cannot doubt that if the recommendations of this Report are adopted and carried into execution by the Spanish Government great advantages will therefrom result to the interests of both countries.

I am, &c.

(Signed) PALMERSTON.

No. 132.

Lord Howden to Viscount Palmerston.—(Received November 18.)

(Extract.) *Madrid, November 9, 1851.*

I HAD every reason to suppose that the reciprocity question would be decided according to the Report of the Committee appointed to examine it; common sense dictated such a probability, but I find that, although that Report was signed by the Delegate of the Marine Department, deputed as its organ, great difficulties have since been presented by that very Department, especially in what regards the Colonies.

However, I have made another attempt to quicken this interminable business, and I herewith inclose the copy of a note, which I have just addressed to the Minister for Foreign Affairs.

Inclosure in No. 132.

Lord Howden to the Marquis of Miraflores.

Sir, *Madrid, November 8, 1851.*

IT would be a very great satisfaction to me to learn from your Excellency that the question of reciprocity in navigation and duties is making progress through the various Departments to which it has been submitted. I need not again remark to your Excellency the many international disadvantages that would accrue from its not being settled by the meeting of the English Parliament.

I have heard that the Committee appointed to make a Report has terminated its labours, and my expectation equals my hope of it being liberal in its character from the known intelligence of the members who composed the Board.

I do not wish to lengthen this note (which is merely an anxious request to your Excellency not to allow any unnecessary delays to clog a definitive decision) by re-entering into a question I have at various times so fully developed, but I wish merely to recall to your Excellency's mind that the principle of the measure was conceded by the Spanish Government in the year 1847, and that it was insuperable difficulties of a technical nature on our side that alone prevented its solution. While I trust that the advance made by the science of political and commercial economy, whose rapid progress towards truth is now from year to year what was formally from century to century, will induce the Spanish Government to see its own interest in a wider application of what was contemplated five years ago; it is satisfactory to reflect that the basis has been already examined and declared sound by the Government of Her Catholic Majesty, and that the superstructure is but a question of time. Your Excellency well knows what, in this active age, is the value of time, and that the nation, however full of life and power, which neglects its start, must consent to remain behind in the race.

I avail, &c.
(Signed) HOWDEN.

No. 133.

Lord Howden to Viscount Palmerston.—(Received November 24.)

My Lord, *Madrid, November 13, 1851.*

I HAVE the honour to inclose translation of a note which I have received from the Marquis de Miraflores, in answer to the one a copy of which was forwarded to your Lordship in my despatch of the 9th instant, pressing for a speedy settlement of the reciprocity question.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 133.

The Marquis of Miraflores to Lord Howden.

(Translation.)

My Lord, *Madrid, November* 8, 1851.

I HAVE the honour to inform your Lordship that I have under this day's date strongly recommended to the attention of the Minister of Finance, your note relative to the question pending on reciprocity of navigation and port dues, and that I shall hasten to inform your Lordship of the decision of Her Majesty's Government on the affair in question.

I have, &c.

(Signed) MARQUIS DE MIRAFLORES.

No. 134.

Lord Howden to Viscount Palmerston.—(Received November 24.)

My Lord, *Madrid, November* 18, 1851.

I HAVE just learnt with great regret (while the bag is closing), that the proposition for reciprocity in navigation has been transmitted from the Marine Department to that of Finance, with a most unfavourable report, and with not a dissentient voice in favour, on the part of the Naval Committee which was appointed to examine it. I am very much inclined to recommend your Lordship to instruct me to inform the Spanish Government, that from the 1st of January, 1852, the corresponding duties will be levied by Order in Council, unless some measure passes here to avert this contemplated retaliation.

I have, &c.

(Signed) HOWDEN.

No. 135.

Viscount Palmerston to Lord Howden.

My Lord, *Foreign Office, November* 21, 1851.

I HAVE to acquaint your Lordship that Her Majesty's Government approve of the note which you addressed on the 8th of November to the Marquis de Miraflores, on the question of reciprocity in navigation and in Tariff duties, and a copy of which was inclosed in your Lordship's despatch of the 9th of November.

I am, &c.

(Signed) PALMERSTON.

No. 136.

Lord Howden to Viscount Palmerston.—(Received December 30.)

(Extract.) *Madrid, December* 17, 1851.

I AM afraid that the suspension of the Cortes will cause great delay, if not something worse, in the settlement of two objects important to English interests, namely, the diminution of the duties on salt-fish, and the reciprocity of navigation. I fear this the more as I think it very problematical whether the Cortes will be convoked for a long time, although the supplies for next year have not been voted.

It is therefore my business to see whether there is not some means of carrying these measures in a prompter manner. I have applied officially to the President of the Council, and officially to the Minister for Foreign Affairs, urging them to do something, and I have received a promise from Señor Isturiz that he will assist me as much as he can in this matter.

The ground upon which the Marine Department bases its chief and undiminished opposition to the declaration of reciprocity is the superior rate of insurance which it states is levied on Spanish over British bottoms, and which would render it absolutely impossible for the former to compete with the latter in the charges of sailing.

I inclose herewith to your Lordship, in translation, an official communication from the Marquis of Miraflores, which, though vague, may perhaps lead to some result.

Inclosure in No. 136.

The Marquis of Miraflores to Lord Howden.

(Translation.)

My Lord, *Madrid, December* 17, 1851.

DESIROUS to give your Lordship a new proof of my friendly sentiments, I have hastened to place in the hands of the President of the Council of Ministers, and the Minister of Finance, a translated copy of the note which your Lordship was kind enough to send me of this day's date, asking me if any means could be found to prevent the delay which your Lordship supposes the affairs relative to a reduction of duties on codfish, and a reciprocity of navigation, might experience.

I have, &c.

(Signed) MARQUIS OF MIRAFLORES.

No. 137.

Lord Howden to Viscount Palmerston.—(*Received January* 8, 1852.)

My Lord, *Madrid, December* 30, 1851.

I HEREWITH inclose a Decree which has appeared, fixing the duties which are to be paid by national and foreign ships entering the ports of Spain.

As it appeared to me that this Decree had an immediate connection with the question of reciprocity which I have been so long anxiously urging, I immediately wrote the accompany note to the Marquis of Miraflores, which, with his Excellency's answer I inclose.

On examining this Decree with the synoptical paper drawn up by Mr. Consul Brackenbury, which I inclosed to your Lordship in my despatch of the 15th May last, on the different duties exacted in the different ports of this country, I find that its effect on English interests is curious.

In some ports the payment made by English ships will be greater, in others it will be inferior to what is now paid. As a measure of internal administration it is certainly an improvement, as it does away with anomalies, and introduces a system of uniformity which, even with regard to foreigners, is manifestly advantageous.

I have, &c.

(Signed) HOWDEN.

Inclosure 1 in No. 137.

Extract from the "Gaceta de Madrid" of December 25, 1851.

(Translation.)

Royal Decree.

IN consideration of the reasons which have been stated to me by the Minister of Commerce, in conformity with the opinion of the Council of Ministers, I have determined to decree as follows:—

Article 1. The administration and service of the ports of the Peninsula and of the adjacent islands, the cleaning thereof, their preservation and works in the same belong to the Government, and will be under the direction of the Ministry of Commerce.

Art. 2. The collection of the imposts established by the present Decree will be made by the subaltern officers of the Ministry of Finance.

Art. 3. The works and cleaning of the ports of general interest will be entirely defrayed by the State. The works and cleaning of ports of local interest will be defrayed by the State and by the locality. A regulation will fix the quota of each, according to circumstances.

Art. 4. The imposts at present levied in the ports, whatever their denomination and their object may be, provided they are levied for the benefit of the same ports, will be reduced to two sole charges, denominated anchorage dues, and dues for lading and unlading.

For the levying of these dues the following rules will be observed:—

1. Spanish merchant-vessels entering and leaving the ports of the Peninsula and of the adjacent Islands will pay 1 real per ton, as per measurement ($2\frac{2}{3}d.$), and one-eighth of a real ($\frac{1}{3}d.$) per quintal on the goods laden and unladen.

2. Foreign merchant-vessels entering and leaving the Peninsula and the adjacent Islands will pay 2 reals ($5\frac{1}{3}d.$) per ton, and one-fourth of a real ($\frac{2}{3}d.$) per quintal on the goods laden and unladen.

3. Vessels upwards of 20 tons and not reaching 60 tons burden will pay one-half of the anchorage duty, and the full duty of lading and unlading.

4. Vessels upwards of 60 tons burden will pay both dues in full.

5. Vessels under 20 tons burden will be free from anchorage duty, and will only pay one-half of the duty of lading and unlading.

6. The above regulations with regard to foreign vessels are understood to be adopted without invalidating the stipulations of existing Treaties.

Art. 5. The anchorage duty will be levied at one sole port, which will be the first which the vessel shall enter. The duty of lading and unlading will be paid at the ports where these operations may take place, proportionably to the quantities of their cargoes they may lade or unlade.

Art. 6. Steam-vessels employed in the conveyance of passengers will pay the aforesaid dues once on each voyage, in the manner which will be specified in the regulation.

Art. 7. The amount of all port dues will be necessarily and exclusively applied to the cleaning, preservation, and other works in the ports; the amount thereof will be every year assigned in the Budget to the Ministry of Commerce.

Art. 8. In order to meet the cost of works of such ports which urgently require them, the Government is hereby authorized to contract a loan by public auction, on the security of the produce of the aforesaid dues, to the amount which may be considered necessary for the amortization of the capital and payment of the interest thereon.

Art. 9. The Government, at the request of the Boards of Trade, and after having taken the opinion of the Provincial Deputations, is hereby authorized to allow the levying of especial charges at certain ports, as also the contracting of loans on the produce of those charges applicable to the works of the same ports.

Art. 10. The regulations contained in the present Decree will begin to be in force from the 1st of February of next year.

Art. 11. The Government will make this Decree known to the Cortes, as well as the loans which may be contracted by virtue of the same.

Done at the Palace this 17th of December, 1851.

(Signed by the Royal hand.)

(Countersigned) MARIANO MIGUEL DE REINOSO,
Minister of Commerce.

Inclosure 2 in No. 137.

Lord Howden to the Marquis of Miraflores.

Sir, *Madrid, December 25, 1851.*

A ROYAL Decree has appeared in the official Gazette of this morning, regarding the maritime ports of the kingdom, which contains among other provisions, a regulation of graduated dues to be paid by national and foreign vessels on entering them.

May I request that your Excellency, after having taken the opinion of those Ministers in whose province the details of this Decree more peculiarly be, as well as the intentions which gave rise to it, will have the goodness to inform me, for the information of my Government, whether I am to consider this Decree as an indirect but virtual settlement of a question regarding reciprocity in navigation which I have had the honour to treat with the Government of Her Catholic Majesty for now nearly seventeen months, and which, for the advantage of both countries, I hoped, and will allow myself still to hope, would have had another solution.

I avail, &c.
(Signed) HOWDEN.

Inclosure 3 in No. 137.

The Marquis of Miraflores to Lord Howden.

(Translation.)

My Lord, *Madrid, December* 25, 1851.

I HAVE just transmitted to the Minister of Finance the note which you have been pleased to address me under this day's date, in consequence of the Royal Decree on maritime ports and port dues which has been published in the Gazette of this day, and, so soon as I receive a reply thereto, I will have the honour of communicating it to your Lordship.

I avail, &c.

(Signed) MARQUIS DE MIRAFLORES.

No. 138.

Lord Howden to Earl Granville.—(*Received January* 10.)

My Lord, *Madrid, January* 4, 1852.

I HAVE the honour and satisfaction to inform your Lordship that, by a Royal Decree published in the Gazette of this morning, which I shall transmit, with a translation, by the Spanish messenger of the 9th instant, the reciprocity with British ships in all port charges has been accorded.

I am glad that I should have been able to make such an announcement in the first despatch I have the honour of addressing to your Lordship.

Your Lordship's predecessor will be able to inform you of the difficulties I have had for seventeen months in obtaining this result against the constant and still existing opposition of the Navy Department, of the Deputies of Catalonia, a province all-powerful in influence here, and of a great, perhaps the greatest, portion of the Cortes.

I shall now endeavour to have signed, as quickly as I can, the Convention which will be necessary in consequence of the above Decree. There has always been a strong objection to sign any Convention on the subject, but I trust that this disinclination may be overcome.

I have, &c.

(Signed) HOWDEN.

No. 139.

Lord Howden to Earl Granville.—(*Received January* 16.)

My Lord, *Madrid, January* 9, 1852.

WITH reference to my despatch of the 4th instant, I herewith inclose a translation of the Royal Decree by which the differential duties on shipping in the ports of Spain has been abolished in the cases of those countries granting reciprocity.

If your Lordship will take the trouble of reading some of my former despatches on this subject you will see that I mooted the question of a similar abolition of differential duties on the cargoes of shipping, and that it was favourably received.

Your Lordship will remark that this extremely desirable object for the interests of England is alluded to in the accompanying document; and, so far from being rejected, a statement is merely made that more time is required for its consideration.

In the state of economical science in Spain, and with the violent prejudices which exist against all change in such matters, your Lordship will feel that a profitable point has been gained in inducing the Government thus publicly to contemplate, in an official document, the equalization of all discriminating duties.

I have, &c.

(Signed) HOWDEN.

Inclosure in No. 139.

Extract from the "Gaceta de Madrid" of January 4, 1852.

(Translation.)

Your Majesty,

THE Spanish mercantile marine is favoured by the Legislation with differential duties of two kinds, the one by the so-called navigation and port dues, which are levied on vessels according to their tonnage, and the amount of which is destined for the preserving, repairing, and constructing of harbours and light-houses, the other by an increase of duty on the foreign flag over and above the duty leviable on the merchandize under Spanish flag, whether it be properly an international duty or a Customs' duty.

The navigation and port dues, which a very short time ago constituted amongst us numberless burdens of the most diversified kind, and which varied even to the mode of exacting them, whether by the public Treasury or by different corporations, were definitively settled by the Law of the 11th of April, 1849, and by your Majesty's Royal Decree of the 16th of December last. In that law the light-house duty was established, the anchorage duty, the duties on lading and unlading, which have replaced all anterior exactions. By this means, in as far as the public administration is concerned, the incalculable advantage has been obtained of avoiding the greater and lesser charges to which the navigation was subject through the want of uniformity in the duties imposed, and an inequality in the prices of the merchandise according to the different markets.

The differential duty of the flag, whatever may be the opinion held relative to the advantages it affords to the mercantile marine of a country, is a subject of the greatest importance for the interests it creates, and which are so much the more worthy of consideration, inasmuch as they emanate from the Legislature. The Undersigned, however, cannot help observing that the differential duty ought not to be a so much per cent., calculated according to the quota imposed on the national flag, inasmuch as the basis of one and the other duty is totally and entirely distinct. The one constitutes a most important revenue of the Treasury in its two categories of fiscal duty and protector of our industry; the other ought never to exceed the difference in the amount of the freights, which, as a general rule, come heavier in Spain in proportion as the navigation is longer and the capacity of the vessel occupied by merchandize of equal value greater.

On the other hand, your Majesty's Government finds it laid down as a principle in the Law of the 19th of July, 1849, that this differential duty of the flag ought to exist, and as any variation on that point requires the profoundest consideration, it does not think the moment has arrived for proposing any reform thereon.

The port and navigation, dues, however, are quite a different thing. Her Majesty's Government feel perfectly convinced that Spain ought to show herself just towards all those nations her allies who maintain with her commercial and political relations, friendly and hence advantageous, inasmuch as they promote our productive powers in general and our agriculture in particular.

Nor is this innovation, which your Majesty's Government have the honour to propose, one without example. In 1844, your Majesty was pleased to ordain that the French flag should be placed on the same footing as the Spanish flag as regarded the payment of navigation dues levied in the harbours of the Peninsula, reciprocating in this way the favour shown to the Spanish flag. And this is precisely what, in the opinion of the undersigned Minister, is advantageous to the interests of Spain.

The Spanish mercantile marine ought not to suffer any disadvantage by reason of extending the principle of reciprocity; but should it be refused, that marine would see itself progressively excluded by the other countries who adopted the system of reciprocity.

Efficaciously protected by the differential duty of the flag, our navy has always been viewed with especial favour by the Legislation; but we must nevertheless take into consideration that although this is a branch in itself of importance under every aspect, it must not exclusively be attended to. An irrefragable proof of this protection is, that amongst other dispositions at present existing there exists this one, that a Spanish vessel registered according to law cannot enjoy the advantages conceded to the national flag unless the proprietor, the captain, the pilot, the mate, and two-thirds of the crew are Spanish; that the entry of foreign ships under 400 tons is prohibited; that a duty of 120 reals (1*l.* 4*s.*) per ton is imposed on foreign ships for every ton exceeding the above-mentioned number of tons; that Spanish vessels bringing foreign merchandize from harbours near to the Peninsula be deprived of the benefits of the flag; that an equal amount of fine be imposed on national vessels which are hove down in foreign ports; that which imposes the very light *ad valorem* duty of 2 per cent. on all timber destined for the masts and construction of vessels; and lastly, that which concedes to the owner of every

vessel constructed, armed, and equipped in the kingdom, whose measurement is of or exceeds 400 tons, a premium of 120 reals (1*l.* 4*s.*) for every ton of measurement, as soon as it has set sail for a colonial port.

It is undeniable that in the majority of nations the mercantile navy progresses in an exact ratio to the productive power in all its branches, and that that navy exists in order to afford an outlet to, and consequently in order to increase the value of its products. That navy can alone prosper again amongst those nations who dedicate themselves to the carrying trade, as was the case with Holland in former times. Spain is not in a similar position. Her navy, like that of the generality of the countries of Europe and America, is sufficient for all her mercantile transactions, but there are no nations now-a-days who dedicate themselves exclusively, as in former years, to commerce, monopolizing that of different other nations, on which account their flags were recognized on all seas to the exclusion of all others.

If then navigation facilitates commerce and augments production, the coasting traffic ought to be favoured by encouraging the greatest possible number of vessels of all nations, promoting thus the rise in the price of that merchandize which we export principally abroad, and which has to contend with considerable disadvantages by reason of the import duties payable at some of the places whither that merchandise is sent.

Spanish vessels favoured at present by the Legislation are, so to say, the only ones which carry on the commerce of the Peninsula with her ultramarine possessions. It is to be hoped that they may continue to be so by reason of the advantages they enjoy in those countries, from the nature of the merchandize which they carry, and the profits arising from a commerce between nations professing the same religion, speaking the same language, and depending from the same mother-country. This commerce will augment gradually in the same proportion, and as a necessary consequence of the increase of riches and welfare of all classes of our nation. The Spanish mercantile marine will likewise be induced more and more to introduce the raw material which national industry requires from abroad in greater quantities by reason of the increase of our manufactures in many of their branches.

Nations of much greater mercantile importance than Spain, such as England, the United States, France, and others who have much better conditions for their navy than we have, have not been able to exclude the vessels of other nations in their commercial relations they hold with them, and it is undeniable that some of these nations are in proportion inferior to the Spanish, although their flags may wave over a greater number of seas.

The completion of protection would be the removal of all legal trammels, such as the duties imposed on all objects fitted for ship building, cordage, sails, and provisions of crews, as well as other measures which the Government cannot propose without serious consideration, inasmuch as they must conciliate as far as is possible the interests of the generality, without injuring one class in order to favour more exclusively others.

As it is not the wish of your Majesty's Government that reciprocity with one or more nations should be conceded for the sole purpose of conferring a species of privilege in their favour, but that the system should be extended to all who may accept it, Government will have the right to refuse the treatment of the most favoured nation to all but those who have placed themselves in the same circumstances as that nation which has merited the favour as a reciprocity for its own proceedings.

Such is the basis of this proposition to equalize the navigation and port dues on all the vessels of other nations who concede an equal benefit in their respective territories to our vessels. A similar reciprocity is more just than to exact in Spain the same quota which is exacted abroad, for although the latter is higher, it must be confessed that it is but a compensation for the greater expenses incurred in the construction of harbours, moles, and lighthouses, which latter afford greater advantages than we can provide in our country until the necessary works, to which the Government is directing its whole attention, can offer the good results it so much desires.

Considering then what has been proposed, the Undersigned having taken the opinion of a mixed Commission, composed of individuals from the Ministries of Foreign Affairs, Public Works, Marine, and Finance, named to give information on this subject, as well as that of the Director-General of Customs and the Council of Ministers, has the honour to submit to your Majesty's approbation the following project of a Decree.

Madrid, January 3, 1852.

(Signed) J. BRAVO MURILLO.

Royal Decree.

IN accordance with what has been proposed to me by my Minister of Finance, and on the advice of the Council of Ministers, I decree as follows :—

Article 1. There shall be placed on the same footing as Spanish vessels, in the Peninsula and adjacent islands, as regards the levying of navigation and port dues, whether lighthouse, harbour, lading and unlading dues as laid down in the Law of the 11th of April, and in my Royal Decree of the 16th of December last, the vessels of all those nations who concede an equal benefit in their respective territories to the vessels of the Spanish navy.

Art. 2. Government will give an account to the Cortes of this proposition.

Given at the Palace on the 3rd of January, 1852.

(Signed by the Royal hand.)

(Signed) JUAN BRAVO MURILLO,
Minister of Finance.

No. 140.

Lord Howden to Earl Granville.—(*Received January* 16.)

My Lord, *Madrid, January* 9, 1852.

WITH reference to my preceding despatch of this date, on the subject of differential duties on port and navigation dues paid by English vessels in Spain, I have the honour to transmit to your Lordship herewith translation of a note which I have just received from the Marquis de Miraflores, inclosing to me officially the Decree of which a translation is contained in my other despatch to your Lordship of this date, above referred to.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 140.

The Marquis de Miraflores to Lord Howden.

(Translation.)

My Lord, *Madrid, Jannary* 6, 1852.

HER Majesty's Government keeping in view the communications which at divers periods it has received from the Legation your Lordship so worthily represents, relative to differential duties on navigation and port dues which English vessels pay in Spain, and desirous to observe an exact reciprocity with those foreign nations who place our flag on an equal footing with their own in the payment of the above dues, have resolved upon what your Lordship will notice in the Royal Decree of the 3rd instant, of which I have the honour to inclose a copy, in order that your Lordship may inform Her Britannic Majesty's Government of the fact.

I am, &c.
(Signed) MARQUIS DE MIRAFLORES.

No. 141.

Earl Granville to Lord Howden.

My Lord, *Foreign Office, January* 13, 1852.

I HAVE received your Lordship's despatch of the 4th instant, and I have to inform you that Her Majesty's Government entirely approve the line of conduct which your Lordship has pursued in bringing to a successful issue the question of reciprocity in navigation between Great Britain and Spain ; and I have to instruct you to express to the Spanish Government the high satisfaction of Her Majesty's Government at the settlement of this matter in a manner which must be beneficial to the shipping interests of both countries.

I am, &c.
(Signed) GRANVILLE.

No. 142.

Lord Howden to Earl Granville.—(Received January 23.)

My Lord, *Madrid, January 16, 1852.*

REFERRING to the contents of my despatches of the 4th and 9th instant, I have the honour to inform your Lordship that the Marquis of Miraflores requested M. Isturiz to state to me his great disinclination to sign any Convention on the subject of reciprocity in navigation.

The Marquis of Miraflores' predecessor, Señor Pidal, told me that the Spanish Government would never consent to such a document. There seems an inveterate feeling on this subject in the Spanish Foreign Office, and your Lordship knows that a groundless prejudice, universally entertained, is more difficult to be removed than even a very solidly sustained reason.

I have addressed the note to the Marquis of Miraflores, of which I herewith inclose a copy.

I also transmit translation of the answer I received.

Your Lordship will see that my note made some impression on his Excellency, but I do not know if the result be satisfactory, and if the document proposed be sufficient for the purpose.

I therefore annex translation of the draft as drawn up by the Marquis of Miraflores, and I request your Lordship's instructions on the subject.

I have, &c.
(Signed) HOWDEN.

Inclosure 1 in No. 142.

Lord Howden to the Marquis of Miraflores.

Sir, *Madrid, January 10, 1852.*

I HAVE the honour to acknowledge your Excellency's note of the 6th instant, informing me of the decision taken by Her Catholic Majesty's Government with regard to those Powers which offer to this country a reciprocity in the charges levied on shipping.

Allow me to express to your Excellency my great satisfaction at this intelligence. I am convinced that measures like these, conceived in a liberal spirit, and based upon broad principles of international communication must infallibly prove beneficial to the general interests of all countries, and the great masses of their communities.

Your Excellency will recollect that I have often had occasion to explain to successive Foreign Ministers of Her Catholic Majesty, why it was desired that some document should be signed by some competent authority and myself on the favourable solution of the above question. The reason is simply this, and contracts itself to very small proportions, namely, that a law of the land in England exacts such a document as the only means by which the Government can defray the expenses attending the execution of the new state of things, and indemnify parties who will suffer by it. I am quite aware that there is, and always has been, a disinclination on the part of the Spanish Government to sign any such document for reasons which I never could well understand, but which doubtlessly may be excellent, for I by no means make my intelligence a scale for measuring that of others. If your Excellency was privately to say to me that you thought this Act of Parliament a bad one, it is more than probable that I should personally agree with your Excellency, but as it exists, and as in England we are (I must say happily) slaves of the law, with all its imperfections, and as your Excellency knows England as well as I do, I do not see what is to be done, and it really would be consummately painful that the wise and friendly intentions and the improving relations of the two countries should be paralyzed by a thing of so little moment (otherwise than for evil) as the signature or non-signature of a paper which states an acknowledged fact, and which merely facilitates its mode of execution.

I am sure your Excellency, in your invariable candour and intelligence, will give these remarks whatever value they may have; at the same time, anxious as I always am to consult the wishes and dislikes of the Spanish Government, even should they appear to me to be a little verging on prejudices, I should feel happy if your Excellency would propose to me any mode that would be more pleasing to the Spanish Government which might appear to attain the same end. I cannot take upon myself to say whether

the text of the Act of Parliament is elastic enough to admit of anything save what seems broadly specified ; but I would immediately transmit home to my Government any proposition which it might please your Excellency to make to me, if unfortunately your Excellency should still persist in your disinclination to put your name to a document which has been signed by all other Powers who have entered into reciprocity with us.

In order that your Excellency may examine leisurely this proposed paper, I herewith send a copy, as it was transmitted to me by my Government, and I have to add that as the term of years may possibly be the point presenting most difficulty, although, in truth, one of very little consequence now, after an Act of Parliament in England and a Royal Decree in Spain, I will take upon myself the responsibility of meeting as much as feasible your Excellency's views on the subject, and will willingly do anything I can to prevent forms taking precedence of facts.

I avail, &c.
(Signed) HOWDEN.

Inclosure 2 in No. 142.

The Marquis of Miraflores to Lord Howden.

(Translation.)

My Lord, *Madrid, January* 14, 1852.

I HAVE had the honour of receiving your Lordship's note of the 10th instant, in which you are pleased to inclose a draft of a Convention, a document which you state to be indispensable in order to supply what is absolutely required in England for the establishment of the reciprocity of duties alluded to in the Royal Decree which I transmitted to your Lordship on the 6th instant.

It appears that a measure sanctioned by a law passed by the British Parliament in England, and by a Royal Decree in Spain, does not require the conclusion of a solemn Treaty for the sole purpose of putting it into execution ; however, the Government of the Queen my Sovereign, being desirous of complying with the wishes of Her Britannic Majesty's Government and of its worthy Representative at this Court, has adopted the middle term of a Diplomatic Convention, which it considers will be sufficient, though without the formalities of full powers, *ad hoc*, and of solemn ratifications, to attain the object in view, since the obligation it produces is not less binding.

I have consequently drawn up the accompanying draft, which is substantially equal to the one presented by your Lordship, since the term of its duration does not alter its essence, and the exclusion of the Colonies does not alter its features, if it be borne in mind that the Spanish Government has always and in all its international transactions, reserved to itself the liberty of accommodating the laws of Spain to her colonial possessions, according to the necessities of times and circumstances, and in conformity with the existing system of governing the ultramarine possessions by especial laws, and of excluding them from the influence of international compacts.

I avail, &c.
(Signed) MARQUIS DE MIRAFLORES.

Inclosure 3 in No. 142.

Draft of Convention.

THE Undersigned, Her Catholic Majesty's First Secretary of State for Foreign Affairs, and Her Britannic Majesty's Envoy Extraordinary and Minister Plenipopentiary at this Court, in use of the ordinary powers vested in them by their respective Sovereigns, and bearing in mind the English Navigation Law of the 26th of June, 1849, and the Royal Decree of the 3rd instant, relative to the navigation and port dues, and to the local and general expenses of the ports, have agreed upon the two following Articles :—

ARTICLE I.

Spanish vessels arriving at, remaining in, or departing from the ports of the United Kingdom of Great Britain and Ireland or of Her Britannic Majesty's possessions abroad, and British vessels arriving at, remaining in, or departing from the ports of Spain or of her adjacent islands, shall be subject to no other or higher dues or charges of navigation, port, and local or general expenses, of whatever nature they may be, than those which are now,

or shall hereafter be, imposed upon national vessels on their arrival at, during their remaining in, or on their departure from such ports.

ARTICLE II.

The present Convention shall come into operation two months after its conclusion. It shall remain in force for three years, and further until the expiration of six months' notice, which may be given by either Party at any time after the expiration of three years from the conclusion of the Convention.

In witness whereof we, Her Catholic Majesty's First Secretary of State for Foreign Affairs, and Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at this Court, sign the present, and affix thereto the seal of our arms.

Done at Madrid the day of January, 1852.

No. 143.

The Earl of Malmesbury to Lord Howden.

My Lord, *Foreign Office, April* 23, 1852.

WITH reference to your Lordship's despatches on the subject of the abrogation of the differential duties levied upon the ships of Great Britain in the ports of Spain, and more particularly to your despatch of the 16th August last, in which you state that you had made another attempt to overcome the disinclination of the Spanish Government to conclude a Convention with this country for the reciprocal abrogation of differential duties levied on their respective ships, and that the Marquis of Miraflores had so far yielded to your Lordship's representations as to propose the signature of a Diplomatic Convention or Agreement on the subject, to be signed by your Lordship and the Spanish Minister for Foreign Affairs, but without the formalities of full powers from, or of ratification by, the respective Sovereigns; I have to state to your Lordship that, as clause 9 of the Act 8 & 9 Victoria, cap. 90, expressly provides that the abolition of differential duties levied upon the ships of a foreign country in British ports shall be granted only "from and after the ratification" of any Treaty theretofore made, or which might thereafter be made, by Her Majesty for the reciprocal abolition of such duties, the Agreement proposed by the Marquis de Miraflores would not be sufficient to fulfil the condition imposed by the Act.

In order, therefore, to meet the difficulty which has occurred in carrying out the arrangement for the reciprocal abolition of differential duties on shipping with the Govern- of Spain, which is willing to adopt the measure by an act of domestic legislation, but not by Treaty, a Bill has been introduced into Parliament to enable the Crown to carry out any such arrangement by Order in Council, without the previous conclusion of a Treaty. That Bill, of which I inclose a printed copy, is now under the consideration of Parliament, and if it should pass into a law, Her Majesty's Government will lose no time in availing themselves of the powers to be conferred by it, and thus bringing this long-pending question to a settlement.

I am, &c.

(Signed) MALMESBURY.

No. 144.

The Earl of Malmesbury to Mr. Otway.

Sir, *Foreign Office, July* 9, 1852.

IN my despatch to Lord Howden of the 23rd of April last, I stated that Her Majesty's Government had introduced a Bill into Parliament to enable the Crown to carry out arrangements with foreign countries for the reciprocal abolition of differential duties, without the previous conclusion of a Treaty, a measure which, according to the then existing legislation of this country, was a necessary preliminary to any such arrangement.

That Bill having now passed both Houses of Parliament, and received the Royal assent, I transmit to you three printed copies thereof. You will communicate the same to the Marquis de Miraflores, and you will state that it is the intention of Her Majesty's Government to avail themselves of the powers granted by this Act, by issuing, at the

earliest opportunity, an Order in Council placing Spanish vessels in the ports of the United Kingdom on the same footing in regard to port and local dues as British vessels.

I am, &c.
(Signed) MALMESBURY.

Inclosure in No. 144.

An Act to enable Her Majesty to Abolish otherwise than by Treaty, on Condition of Reciprocity, Differential Duties on Foreign Ships.

[*June* 30, 1852.]

III, c. 54. WHEREAS by an Act passed in the fifty-ninth year of the reign of King George the Third, intituled, "An Act to carry into effect a Convention of Commerce concluded between His Majesty and the United States of America," and a Treaty with the Prince Regent of Portugal, provisions were made respecting the rates or duties payable on ships or vessels of the United States and Portuguese ships or vessels entering and touching at the ports of the United Kingdom or of His Majesty's territories in Europe, and respecting the repayment to Corporations and persons of the amount of the sums of money of which Vict., they would be deprived by means of the said Act: And whereas by an Act passed in the ninth year of the reign of Her present Majesty, intituled "An Act for granting Duties of Customs," it was enacted and declared, that from and after the ratification of any Treaty theretofore made by Her Majesty or any of Her Royal predecessors subsequently to the enactment of the said first-recited Act, or of any Treaty which might thereafter be made by Her Majesty, her heirs and successors, with any foreign Power, in which Treaty had been or should be contained provisions similar to those recited in the said first-recited Act, all and every the provisions, clauses, matters, and things in the said first-recited Act contained should apply and extend to the trade and shipping of such foreign Powers respectively, as fully and effectually to all intents and purposes as to the trade and shipping of the said United States and of the said Kingdom of Portugal, and also should apply and extend to differential duties or charges on goods imported or exported in the ships of such foreign Powers as well as to the differential duties on the ships of such foreign Powers: And whereas it is expedient that the provisions of the said first-recited Act should extend to the trade and shipping of any foreign Power which, without any Treaty for that purpose having been made and ratified between Her Majesty and such foreign Power, shall place the trade and shipping of Great Britain in the ports of such foreign Power on the same footing in respect of duties and charges as the trade and shipping of such foreign Power: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

the trade pping of Britain have aced in the any foreign on a footing rocity, Her y may issue er in , declaring de, &c., of reign Power the benefit provisions Act, and on the ns of . III, c. 54, e applicable.

I. Where it shall appear to Her Majesty that by the laws or regulations of any foreign Power the trade and shipping of Great Britain in the ports of such foreign Power have been placed upon the same footing as the trade and shipping of such foreign Power, either absolutely or on condition of equal or like benefits being conceded to the vessels of such foreign Power in the ports of Her Majesty, it shall be lawful for Her Majesty, by Order to be by her made with the advice of her Privy Council, and to be published in the "London Gazette," to order and declare that the trade and shipping of such foreign Power shall have the benefit of the provisions of this Act; and thereupon all the provisions, clauses, matters, and things in the said first-recited Act contained shall, so long as such Order in Council shall remain in force, but no longer, apply and extend to the trade and shipping of such foreign Power, as fully and effectually, to all intents and purposes, as they apply to the trade and shipping of the said United States and Portugal, or would apply to such trade and shipping if the Convention and Treaty intended to be carried into effect by the said first-recited Act were in force, and shall also apply and extend to differential duties or charges on goods imported or exported in the ships or vessels of such foreign Power, as well as to differential duties on the ships or vessels of such foreign Power; and every such Order in Council shall have the same effect with reference to such duties and charges and to the exemption from the payment thereof contained in any Local Act, as if a Treaty of Reciprocity had been concluded and was then in force between Her Majesty and such foreign Power.

n Council revoked.

II. It shall be lawful for Her Majesty, by Order in Council, from time to time to revoke any Order in Council previously made under the authority of this Act.

No. 145.

Mr. Otway to the Earl of Malmesbury.—(*Received July* 26.)

My Lord, *Madrid, July* 20, 1852.

BEING fully aware of the great advantages which will accrue to British shipping interests from the carrying out of the contemplated arrangements for the reciprocal abolition of differential duties between England and Spain, I did not lose a moment in addressing to the Marquis of Miraflores a communication in conformity with the instructions contained in your Lordship's despatch No. 14 of the 13th instant.

I have now the honour to forward to your Lordship a translation of the note which his Excellency has addressed to me in answer.

Your Lordship will observe that the Marquis de Miraflores suggests the propriety of some day being fixed upon for the contemplated changes being brought into play in both countries simultaneously, and that his Excellency requests me to make known to your Lordship the desire thus expressed on the part of Her Catholic Majesty's Government.

I have, &c.

(Signed) L. C. OTWAY.

P.S.—I transmit to your Lordship a copy of my note to the Marquis de Miraflores.

L. C. O

Inclosure 1 in No. 145.

The Marquis of Miraflores to Mr. Otway.

(Translation.)

Sir, *San Ildefonso, July* 17, 1852.

I HAVE the honour to acknowledge the receipt of your note dated yesterday, in which you inform me that the Bill which had been introduced into Parliament by Her Britannic Majesty's Government to enable the Crown to carry out arrangements with foreign countries for the reciprocal abolition of differential duties, having now passed both Houses of Parliament, and received the Royal assent, you have been instructed by your Government to state to the Government of Her Catholic Majesty, that the former intend to avail themselves of the powers granted by the Act, by issuing at the earliest opportunity an Order in Council placing Spanish vessels in the ports of the United Kingdom on the same footing in regard to port and local dues, as British vessels, "to commence from the date which may be fixed by mutual agreement between the two Governments."

Her Majesty's Government being desirous, on their part, to co-operate towards the most speedy arrangement of this affair, and for the purpose of preventing any future difficulty or complaint whatsoever, consider it very expedient that a day should be fixed for the equalization in question to be carried into effect, and to commence to be in force in both countries at the same time.

I request you will have the goodness to communicate this suggestion to your Government, entreating them, at the same time, in the name of Her Catholic Majesty's Government, to fix the day on which the equalization in question may come into operation, in order that the necessary orders may consequently be issued through the Finance Department, for the proper reciprocity to be carried into effect in the ports of Spain and of her adjacent islands.

I avail, &c.

(Signed) MARQUIS DE MIRAFLORES.

Inclosure 2 in No. 145.

Mr. Otway to the Marquis of Miraflores.

Sir, *Madrid, July* 16, 1852.

LORD HOWDEN acquainted Her Catholic Majesty's Government some time since that the Government of Her Britannic Majesty had introduced a Bill into Parliament to enable the Crown to carry out arrangements with foreign countries for the reciprocal abolition of differential duties, without the previous conclusion of a Treaty, a measure which, according to the then existing legislation of Great Britain, was a necessary preliminary to any such arrangement.

That Bill having now passed both Houses of Parliament, and received the Royal

assent, I have received instructions from Her Majesty's Principal Secretary of State for Foreign Affairs to transmit to your Excellency two printed copies thereof, and I am to state that it is the intention of Government to avail themselves of the powers granted by the Act, by issuing, at the earliest opportunity, an Order in Council placing Spanish vessels in the ports of the United Kingdom on the same footing, in regard to port and local dues, as British vessels.

I avail, &c.
(Signed) L. C. OTWAY.

No. 146.

The Earl of Malmesbury to Mr. Otway.

Sir, *Foreign Office, August* 24, 1852.

I TRANSMIT to you six printed copies of an Order in Council which was issued by Her Majesty on the 18th instant, and which grants to the trade and shipping of Spain the benefits of the Act of last session, enabling Her Majesty to abolish, otherwise than by Treaty, on condition of reciprocity, differential duties on foreign ships, of which Act a copy was inclosed in my despatch of the 9th ultimo. You will lose no time in communicating the Order in Council officially to the Spanish Government, and as it comes into operation immediately upon its publication, you will urge the Spanish Government to give directions, with the least possibly delay, that British vessels in the ports of Spain may, from and after the present date, enjoy the benefits of the Spanish Decree of the 3rd of January last, which concedes to the vessels of foreign nations, on condition of reciprocity, equality of treatment with national vessels in regard to navigation and port dues in the Peninsula and the adjacent islands.

Although Her Majesty's Government are glad that the question of differential duties will thus have been so far satisfactorily arranged, they feel it their duty to instruct you to take this opportunity of calling the serious attention of the Spanish Government to the very disadvantageous position in which British vessels will still be placed in the ports of Spain as compared with Spanish vessels, even when the benefits of the Spanish Decree of the 3rd of January last shall have been secured to them; for although British vessels will then be admitted into the ports of the Peninsula and the adjacent islands on the same footing as national vessels in regard to navigation and port dues, the goods imported in British vessels will remain subject to the heavy differential dues levied under the Spanish Tariff on goods imported in vessels sailing under any other than the national flag.

In this country, on the other hand, no such distinction is made, and goods imported in Spanish vessels pay no higher or other duties than if imported in British vessels.

The case is still stronger when viewed with reference to the Colonies of the two countries. The Decree of the 3rd of January last does not apply to the Spanish Colonies, in which differential duties are levied both on British vessels and on the goods which they convey. Those differential duties will still be levied in the Spanish Colonies to the prejudice of British trade and shipping, notwithstanding that, by the combined operation of the Navigation Act and of the Order in Council of the 18th instant, Spanish vessels and the goods conveyed by them will be placed upon a footing of perfect equality with British vessels and goods conveyed by them, as well in the British Colonies as in the ports of the mother-country.

As it might possibly be concluded by the Spanish Government that, if the points above adverted to were passed over in silence by Her Majesty's Government upon the present occasion, they are disposed to waive what they conceive to be the just claims of Great Britain to receive at the hands of the Government of Spain both in the ports of Spain and of her possessions, that equality of treatment in respect of charges levied on vessels and goods which will now be extended to Spain, as well in the British Colonies as in the ports of Great Britain, I have to instruct you to state to the Spanish Government, in communicating to them the Order in Council, that the step taken by Her Majesty's Government to secure to British shipping the limited advantage conceded, on condition of reciprocity, by the Spanish Decree of the 3rd of January last, cannot be considered as waiving their right to complain of the unequal treatment to which British vessels will still be subjected in the ports of Spain and her possessions, or as in any way prejudicing the course which Her Majesty's Government may think fit to adopt, in pursuance of the powers given by the Navigation Act of 1849, for ensuring a reciprocal equality of treatment in matters of trade and navigation.

Her Majesty's Government would feel the greatest reluctance in availing themselves

of these powers, but they must now assure the Spanish Government that a sense of public duty will oblige them to adopt measures of retaliation should Spain continue her unfair system of restriction towards this country.

I am, &c.
(Signed) MALMESBURY.

Inclosure in No. 146.

Order in Council.

At a Court at Osborne House, Isle of Wight, the 18th day of August, 1852,

Present:

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by an Act, passed in the session of Parliament holden in the fifteenth and sixteen years of the reign of Her present Majesty, intituled "An Act to enable Her Majesty to abolish, otherwise than by Treaty, on condition of reciprocity, differential duties on foreign ships," it is provided that where it should appear to Her Majesty that by the laws or regulations of any foreign Power, the trade and shipping of Great Britain in the ports of such foreign Power, have been placed upon the same footing as the trade and shipping of such foreign Power, either absolutely or on condition of equal or like benefits being conceded to the vessels of such foreign Power in the ports of Her Majesty, it shall be lawful for Her Majesty, by Order to be by her made with the advice of her Privy Council, and to be published in the "London Gazette," to order and declare that the trade and shipping of such foreign Power shall have the benefit of the provisions of the said Act; and whereas it appears to Her Majesty that by the laws of Spain the trade and shipping of Great Britain in the ports of Spain and the adjacent islands have been placed on the same footing, as regards the levying of navigation and port dues, as the trade and shipping of Spain, on condition of equal benefits being extended in the territories of Her Majesty to the trade and shipping of Spain.

Now, therefore, Her Majesty, by virtue of the powers vested in her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to order and declare, and it is hereby ordered and declared, that, from and after the publication hereof in the "London Gazette," the trade and shipping of Spain shall have the benefit of the provisions of the said recited Act.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury are to give the necessary directions herein accordingly.

(Signed) WM. L. BATHURST.

No. 147.

Mr. Otway to the Earl of Malmesbury.—(Received September 20.)

My Lord, *Madrid, September* 14, 1852.

WITH reference to the instructions contained in your Lordship's despatch of the 24th ultimo, I have the honour to transmit to your Lordship herewith, copy and translation of a Royal Order which has been published in the "Madrid Gazette" of this day, granting to British vessels in the ports of the Peninsula and adjacent islands, from the 2nd of this month, day on which I communicated officially to the Spanish Government the Order in Council of the 18th of August last, the same equality of treatment with national vessels in regard to port and navigation dues.

I have communicated this Royal Order in a circular despatch to Her Majesty's Consuls in this country.

I have, &c
(Signed) L. C. OTWAY.

Inclosure in No. 147.

Extract from the "Madrid Gazette" of September 14, 1852.

Royal Order respecting Port and Navigation Dues to be paid by British Shipping.

SU Magestad la Reina (Q. D. G.) se ha servido mandar que las buques Ingleses sean considerados en los puertos de la Peninsula é islas adyacentes como los nacionales en cuanto al pago de los derechos de puerto y navegacion desde el dia 2 del corriente, en que se ha recibido el anuncio oficial por el que se iguala para dichos derechos en los puertos de la Gran Bretaña la bandera Española á la Inglesa.

De Real órden lo digo á V.S. para su inteligencia y fines consiguientes.

Dios guarde, &c.

San Ildefonso, 7 de Setiembre de 1852.

(Firmado) BRAVO MURILLO.

Señor Director-General de Aduanas y Aranceles.

No. 148.

Mr. Otway to the Earl of Malmesbury.—(Received October 15.)

My Lord, *Madrid, October 9, 1852.*

OBSERVING that in Señor Bertran de Lis's note to me of the 13th ultimo, copy of which was forwarded to your Lordship in my despatch of the 14th ultimo, no notice was taken of the remarks which, agreeably to the instructions contained in your Lordship's despatch of the 24th August, I addressed to his Excellency on the subject of the differential duties levied on British vessels and the goods which they convey, I thought it right to call his Excellency's attention to this omission, which I did in the note a copy of which is inclosed.

I have the honour also to transmit a copy of Señor Bertran de Lis's reply to my communication.

I have, &c.

(Signed) L. C. OTWAY.

Inclosure 1 in No. 148.

Mr. Otway to Señor Bertran de Lis.

Sir, *Madrid, September 15, 1852.*

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 13th instant, forwarding a copy of the Royal Order of the 7th instant, by which British vessels are placed on the same footing as national ones as regards port and navigation dues in Spain and the adjacent islands.

I beg leave to observe that your Excellency takes no notice of the observations which, by order of my Government, I laid before you in my note of the 2nd of this month, and with regard to the differential duties levied on British vessels and the goods which they convey. This is a matter of vital importance, and one on which Her Britannic Majesty's Government is extremely anxious to learn what are the views and intentions of that of Her Catholic Majesty, and whether Great Britain may shtorly expect to receive from the Government of Spain and her Possessions that equality of treatment in regard to charges levied on vessels and goods which will now be extended to Spain, as well in the British Colonies as in the ports of Great Britain.

I consequently request your Excellency to call the serious attention of the Minister of Finance to the contents of my above-cited note of the 2nd instant, so as to enable me to forward to my Government that decision of the Spanish Government upon this question which they are anxiously expecting.

Inclosure 2 in No. 148.

Señor Bertran de Lis to Mr. Otway.

(Translation.)

Sir, *Madrid, October* 4, 1852.

THE Minister of Finance, to whom I transmitted your note of the 15th ultimo relative to the pending question of the suppression of differential duties on goods conveyed to Spain in British vessels, has stated to me that this matter is at present under consideration of a Commission especially appointed for the purpose, and that until this Commission has sent in its Report on the subject, he is unable to propose to Her Majesty the decision which is to be adopted thereupon. However, you may rest assured that Her Majesty's Government does not for an instant lose sight of a matter as important as it is transcendental.

I avail, &c.

(Signed) MANUEL BERTRAN DE LIS.

No. 149.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, March* 17, 1853.

M. BERTRAN DE LIS, Spanish Minister for Foreign Affairs, stated in a note of the 4th of October last to Mr. Otway, of which a translation was inclosed in his despatch of the 9th of October, that the question of abolishing the differential duties charged in Spain on goods imported in British vessels was under the consideration of a Commission, and that until it had reported on the subject nothing could be done by the Spanish Government. Since that time no further communication has been received on this matter from the Government of Spain.

I now transmit, for your Lordship's information, a copy of a letter which has been addressed to the Board of Trade by Mr. Julius Thompson, a merchant largely engaged in the carrying trade between this country and Spain, complaining of the disadvantages and impediments to which he is subjected, notwithstanding the large and liberal concessions made by England, which have ensured to Spanish vessels and cargoes a perfect equality of treatment with those of British subjects in the ports of the United Kingdom.

I have to refer your Lordship to the correspondence which has taken place on this subject, particularly to a despatch which was addressed to Mr. Otway on the 24th of August last; and I have to instruct you urgently to request the Spanish Government to allow no further delay to take place in communicating their decision upon a question which must have such an important bearing upon the commerce of the two countries.

I am, &c

(Signed) CLARENDON.

Inclosure in No. 149.

Mr. Thompson to Mr. Cardwell.

Sir, 42, *Crutched Friars, City, February* 26, 1853.

I BEG respectfully to acknowledge the favour of your communication of the 24th instant; and, in reply, may state that the subject on which I requested an interview is one which can best be explained in person, but, according to your request for further particulars, I hasten to give the following:—

I represent the principal part of the carrying trade between Cadiz and London, and would respectfully invite your attention to the circumstance of wines from Cadiz being at present about to be brought over to this country in a Spanish steamer; this has not been attempted since 1836 or 1837. At that period, in reference to the Portuguese flag, Lord Palmerston, who held the Foreign Seals, gave notice that, in accordance with the navigation laws, 25 per cent extra would be put on, unless English ships in foreign ports enjoyed the same privileges as foreign ships in English ports.

By the Spanish Tariff, English ships cannot carry goods into Spain except at such differential duties as virtually exclude them. My ships have to run over in ballast, and depend only on return freights; should, therefore, Spanish ships be allowed to bring over

wines, English ships must be entirely driven out of the trade with Spain, for it is on the wine trade we almost exclusively depend.

There are 30,000 butts of wine, equal to 15,000 tons, each year from Cadiz, brought by English traders, and this privilege has for years been closely guarded. The whole of the Spanish trade to Spain from England is carried on under the Spanish flag, and it is better for merchants to pay 60*s.* in Spanish than 10*s.* in English, on account of the heavy differential duties imposed in Spain. A Spanish ship lately sent off, of 100 tons register, made 300*l.* of freight, and at that very time I had to send off an English ship, of 250 tons, in ballast.

There are several other points which at a personal interview might be brought forward, but which I shall not at present enter upon. The above may, perhaps, serve to explain the reason of my having requested the favour of an interview; should you, however, be pleased to grant me one, or wish for further information on this important matter, I shall be ready to give whatever is in my power. This Spanish steamer is daily expected.

I have, &c.
(Signed) JULIUS H. THOMPSON.

No. 150.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, April* 2, 1853.

WITH reference to my despatch of the 17th ultimo, I transmit, for your Lordship's information, a copy of a further letter addressed to the Board of Trade by from Mr. Julius Thompson, which is strikingly illustrative of the injurious manner in which the Spanish system of differential duties operates against British shipping and commerce; and I have to instruct your Lordship to express to the Spanish Minister for Foreign Affairs the earnest hope of Her Majesty's Government that those duties will speedily be abolished.

You will remind the Spanish Government that, by the 11th section of the Act of Parliament which I inclose, the Queen is empowered to impose countervailing duties in English ports upon the shipping of any country in which higher duties are levied on British ships and cargoes than on national vessels and cargoes; and you will state that Her Majesty's Government are constantly urged to carry this retaliatory measure into effect against the commerce of Spain. But Her Majesty's Government have hitherto resisted all such applications, because they are unwilling to resort to a system of which they themselves complain, and because they think it would be injurious to the friendly relations between the two countries.

They trust, however, that the time is at length come when the Spanish Government, by redressing the just grievances of British commerce, will furnish valid reasons for persevering in the liberal course which the British Government has hitherto adopted.

I am, &c.
(Signed) CLARENDON.

Inclosure in No. 150.

Mr. Thompson to Mr. Cardwell.

Sir, 20, *Billiter Street, March* 19, 1853.

IN compliance with your request, at the interview with which you favoured me on the 15th instant, I have the honour to submit the following statement of the disadvantages against which British shipping engaged in the Spanish trade has to contend with the vessels of that country.

The differential duty upon goods imported from England, or even from Spanish possessions, into Spain in English vessels are prohibitory, and virtually limit the trade to that country to her own flag. I annex a Tabular Statement of some of these differential duties upon the staple exports from this country. The calculations of which into English money, if not fractionally correct, are as nearly as practicable, and at per ton :—

	Per ton. £	s.	d.
Unbleached yarn	4	5	0
Bleached ditto	5	6	3
Dyed ditto	5	4	2
Pig iron	0	6	5
Bars (1 inch)	1	15	0
Bars (less than 1 inch)	1	17	5
Manufactured	6	4	2
Plated or gilded iron	31	16	8
Cotton thread	19	0	10

	Per ton. £	s.	d.
Cotton goods	25	12	6
Handkerchiefs	49	5	0
Muslin	66	19	0
Cinnamon	23	6	0
Sugar from Spanish Possessions ..	7	14	7
Ditto from foreign ditto	3	14	4
Refined sugar	7	14	7
Foreign Wines	9	10	0

The results I will illustrate by a particular example. A Spanish steamer, called "Maria Christina," is now running from England to Spain. Her freight on 250 tons at 3*l.* and 10 per cent. per ton (her present rates) gives 825*l.* for the outward voyage. This would be amply remunerative even if she returned to this in ballast, but if with a cargo of wine (of which she could carry 170 tons at 20*s.*, the usual rates being 35*s.* per ton, she would realize 995*l.* for the voyage out and home. An English steamer of same size (say 190 tons register) could only look for a cargo to Gibraltar, to which place freight is not plentiful, and if obtainable a full cargo would not realize more than 220*l.* outwards, and if returning with 170 tons of wine at 20*s.*, her freight out and home would only amount to 390*l.*, which would not pay. The comparison would be still more adverse to English ships of a larger size.

It is clear, therefore, the English vessels cannot compete with those of Spain, carrying largely remunerative outward freights, and that the effect must be the entire exclusion of British capital from the carrying trade of that country.

If Spanish vessels are to be allowed to bring in wine, as has very recently been done by the steamer "Isabella Secunda" (to which case I adverted in the letter I had the honour of addressing to you under date the 26th February last), the effect must be fatal to the British shipping already engaged in that trade, and to an English Screw Steam-ship Company now in progress of formation for it. The latter, unable to carry goods to Spain, can only look for occasional freight to Gibraltar, and must depend almost entirely upon a return cargo of wines, of which about 30,000 butts, equal to 15,000 tons, are at present annually conveyed to England by British ships, and this privilege has for years been strictly guarded. This return cargo would be unobtainable at remunerative rates in competition with Spanish vessels enjoying large outward freights, which the English merchant is compelled to pay to them, being precluded from shipping in English ships by the high differential duties before referred to.

At this moment 2,350 tons of Spanish shipping are loading in London for Spain, and not any English ship. There are likewise 1,000 tons or more waiting turn to load, and more than that quantity daily expected, and at Liverpool they are as numerous; and as I stated in mine of the 26th of February, a Spanish vessel recently made 300*l.* to Cadiz of 100 tons, and at the same time I dispatched an English ship of 250 tons in ballast.

Spain, without carrying wine, has a large trade with England in sugar from Havana, and in nuts, fruit, flour, lead, and quicksilver, from the Peninsula, and in Havana trade unheard-of advantages, as, for example, from Liverpool I have myself loaded a Spanish vessel of 300 tons with 1,000*l.* freight to that port, whence she could return to England without any differential duty, and with option of Spanish or English market—therefore could command higher freight than an English ship having only one market open, as upwards of 7*l.* extra duty preclude Spanish ports, and the English ship besides must go out to Havana with ballast or with coals, and the highest freight on last-named article on same-sized ship would be 300*l.*

I believe the despatch from Cadiz of the steamer to which I have alluded, with wines, to be an experiment to test the intentions of this country, and, if allowed, will be repeated. It is only to guard against this that I seek for the interference of Her Majesty's Government, for I have no desire to embarrass it by entering into the general question of free trade with Spain, which Lord Clarendon, from his comprehensive knowledge of Spanish character and conduct, would I feel assured consider to be hopeless.

The importation of Spanish wines into England has for years been confined to English vessels, with one exception, which was immediately noticed, and any renewed attempt, until the present one, effectually stopped by a notification from Her Majesty's Government that, if repeated, an extra duty on wine imported in Spanish bottoms would be enforced under the reciprocity clause, then, as now, existing in the Navigation Laws. I would respectfully submit that a similar notification would perfectly satisfy British interests engaged in the trade, and would prove as effective as on former occasions to restore

matters to the footing upon which they have for so many years stood as regards the importation of wines.

In the confident expectation that both yourself and Lord Clarendon will admit the justice of the claim I have endeavoured to enforce on behalf of British interests, and feel disposed to adopt the simple remedy which has been previously successfully carried out, I would respectfully submit the necessity of immediate consideration of the matter, as the Spanish steamer before mentioned is now starting for Cadiz from hence with a large freight, and with the intention again to load wines for England.

Should you require any further information, I shall be happy at any time to attend your summons to the Board of Trade.

I have, &c.
(Signed) JULIUS H. THOMPSON.

No. 151.

Lord Howden to the Earl of Clarendon.—(Received April 7.)

My Lord, *Madrid, April 1, 1853.*

IN obedience to the instructions contained in your Lordship's despatch of the 17th ultimo, relating to the delay which has arisen on the part of the Spanish Government in coming to a decision upon the question of abolishing the differential duties charged in this country on goods imported in British vessels, I addressed a note to Count Alcoy, calling the attention of his Excellency to the length of time that has elapsed since there was reason to hope that the Report of the Commission appointed to examine into this matter would be received.

Count Alcoy in his answer, a translation of which I have the honour to inclose, informs me that he has transmitted my note to the Minister of Finance, whose reply shall be forwarded to me as soon as it comes to hand.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 151.

The Count de Alcoy to Lord Howden.

(Translation.)

My Lord, *Madrid, March 29, 1853.*

I HAVE sent to the Minister of Finance copy of the note which your Lordship has been pleased to address to me under date of the 26th instant, calling the attention of the Government of Her Catholic Majesty to the question of the differential duties, and as soon as I receive his answer I shall have the honour to communicate it to your Lordship.

I avail, &c.
(Signed) COUNT DE ALCOY.

No. 152.

Lord Howden to the Earl of Clarendon.—(Received April 11.)

(Extract.) *Madrid, April 5, 1853.*

IN connexion with your Lordship's despatch of the 17th ultimo, if your Lordship will look back to my despatches at the time that I procured from this Government the alteration in the differential duties on shipping, you will see that I turned my attention equally to the differential duties on the cargoes.

Count Alcoy told me that if the Ministry was able to go through the session, carrying those Bills which they thought necessary, it was their intention to take into immediate and serious consideration the internal economy of the country. No part of this internal economy can be more important, or more pressingly palpable, than the questions of differential duties and the Tariffs themselves, but I see that there will be a great opposition made by the national shipping interest to the abolition of these differential duties, and it may require a stronger Government than the present one to abolish them.

I cannot exaggerate to your Lordship the extreme difficulty I had in getting the shipping question conceded, and that difficulty almost exclusively proceeded from the

Department of Marine, not that of Commerce or Finance. In addition to the not unnatural representations continually made by mercantile shipowners against any similar concessions, as tending to throw the whole carrying trade into foreign ships, navigated more cheaply than national ones can do, all succeeding Spanish Governments are tormented by the idea that this country is destined to become again a great maritime Power, and that they must not only not damage, but actively foment their commercial marine, as a nursery for the seamen which are hereafter to man the vessels of the State.

However, your Lordship may depend upon my not allowing this question to drop; the despatches to which I refer your Lordship will show that it has always been to me a subject of lively interest.

No. 153.

Lord Howden to the Earl of Clarendon.—(*Received April* 26.)

My Lord, *Madrid, April* 20, 1853.

I HAVE the honour to transmit herewith, for your Lordship's information, and that of the Board of Trade if necessary, a copy of the recent note which, in consequence of your Lordship's instructions, I addressed to the Spanish Government on the subject of the differential duties levied in this country. I also inclose translation of the note which I have received in answer from the Minister for Foreign Affairs.

Your Lordship will see that the reasons given for not immediately settling this question are much those that I foresaw and stated. The fact is the different administrations here exist so short a time, or, if not integrally changed, undergo such constant modifications in the persons of those who compose them, and while in power so feel their own instability, that none of them are able to grapple with subjects of importance such as this, unless it be subjects, like the late reform, which are forced on them by irresistible influences, and are fostered by the expectation of extending not the prosperity of the country, but their own power.

There are two persons in the present Cabinet favourable to liberal measures in trade, Señors Bermudez de Castro and Egaña, but it is my belief that it would be easier to obtain, through their agency, rather changes in the Tariff than in the discrimination of the flag. The equalization attending the latter will be strenuously opposed by every Minister of Marine, as well as by that powerful, and hitherto invincible engine, the Catalan interest.

It is therefore my duty to express to your Lordship my opinion, that the object desired will not be very easily or very speedily attained, although from the increasing trade with England in Spanish bottoms, the fear of retaliation on our part, if really entertained, may produce a result contrary to the very expectations which I am stating, for I feel with humility that in this country the best expectations may be falsified as soon as they are formed.

I have, &c.
(Signed) HOWDEN.

Inclosure 1 in No. 153.

Lord Howden to the Count de Alcoy.

Sir, *Madrid, April* 8, 1853.

IF your Excellency will give yourself the trouble to look over the papers connected with a Commission named by Her Catholic Majesty's Government, and presided over by the Senator Don Pedro Pascual de Oliver, which about a year and a-half since examined the question of differential duties on shipping and cargoes, your Excellency will see that an opinion was emitted favourable to the suppression of these differential duties in both cases. In the first case the execution shortly followed the opinion of the Commission; in the second it was stated that some little time would be required for further consideration, but every expectation was legitimately entertained that after a certain delay, the whole recommendation of the Commission would be carried out.

I have lately received particular instructions from the Earl of Clarendon, to earnestly press the point of the existing differential duties on the serious and immediate consideration of the Government of Her Catholic Majesty, and to express the anxious hope that these duties may be speedily abolished. I am desired to remind the Spanish Government that by the 11th Section of the Act of Parliament which I herewith inclose, the Sovereign is empowered to impose countervailing duties in English ports upon the shipping of any country in which

higher duties are levied on British ships and cargoes than on national ships and cargoes; I am equally desired to state that Her Britannic Majesty's Government are constantly and pertinaciously urged to carry this retaliatory measure into effect against the commerce of Spain.

At the same time I have instructions to add that Her Britannic Majesty's Government have hitherto resisted all such applications, because they are unwilling to resort to a system of which they themselves complain, unless absolutely obliged to do so by appearances of hopeless reciprocity, and by a consequent feeling in England no longer to be withstood. Her Majesty's Government are also at all times loath and slow to do any thing that can be injurious to the friendly relations between the two countries, or that can be construed into precipitate reprisals.

They confidently trust, however, that the time is at length arrived when the Spanish Government, by redressing the just grievances of British commerce, as well as by adopting those general principles of free exchange which have been found so incontrovertibly profitable in their results, will furnish additional reasons for the continuance of that liberal course of policy so internationally equitable, convenient, and advantageous.

I avail, &c.

(Signed) HOWDEN.

Inclosure 2 in No. 153.

General Lersundi to Lord Howden.

(Translation.)

My Lord, *Madrid, April* 15, 1853.

I HAVE had the honour of receiving your Lordship's note of the 8th instant, in which you state that Lord Clarendon has sent special instructions to your Lordship to the effect of calling again the attention of Her Majesty's Government to the question of differential duties now levied on British goods, and to the exigencies which have been hitherto resisted by the Government of Her Britannic Majesty as to the adoption of retaliations against Spanish commerce.

In the correspondence which has passed on this subject between the Legation of which your Lordship is the worthy Chief, and my predecessors in office, the difficulties have already been pointed out which oppose themselves to the immediate settlement of so serious question, which involves nothing less than the entire abolition of the economical and commercial system which is now in force, and in which contrary interests, which it is very difficult to conciliate, are concerned.

Your Lordship cannot fail to perceive that much study and meditation are required to conciliate all the points connected with this important question; and it will therefore not surprise your Lordship that Her Majesty's Government should require some time to be able to come to a definitive decision on the subject, and that it should proceed without precipitation, however desirous it may be of following the course adopted by other countries, which, from their special circumstances, have been able to embrace, sooner or later, the doctrines of free trade, which begin to be tried.

I will finish by stating to your Lordship, that on transmitting the note to which I have the honour of replying to the Minister of Finance, I have most particularly recommended to him the urgency of this matter, being desirous, on my part, of doing every thing which may contribute to draw closer the relations of amity which happily exist between the two Crowns—the constant aim of Her Majesty's Government—as well as to give impulse to the reciprocal interests of both countries.

I avail, &c.

(Signed) FRANCO. LERSUNDI.

No. 154.

Lord Howden to the Earl of Clarendon.—(*Received June* 13.)

My Lord, *Madrid, May* 30, 1853.

BEFORE leaving Madrid I have thought it expedient to address the accompanying note to Her Catholic Majesty's Minister for Foreign Affairs.

I have, &c.

(Signed) HOWDEN.

Inclosure in No. 154.

Lord Howden to General Lersundi.

Sir, *Madrid, May* 30, 1853.

AS I am on the eve of an absence, I feel extremely anxious to call your Excellency's attention, and through the mediation of your Excellency the attention of the Minister of Finance, to a very important subject, and one which I have already brought before the deliberations of Her Catholic Majesty's Government.

I allude to the equalization in Spain of those differential duties on the cargoes of English vessels which are not respectively levied on Spanish vessels in England; a case of disparity which it is not very easy to explain, and the continuance of which it would be still more difficult to justify.

I certainly have this subject much at heart, and I beg your Excellency to believe that my Government is as anxious as I am that this discrepancy in the legislation of the two countries should be removed. I earnestly request your Excellency to bring the subject to the consideration of the Cabinet, most particularly to the examination of the Minister of Finance, whose remarkable knowledge of the true interests and real wealth of nations will, I conceive, most certainly render him favourable to the removal of all those antiquated restrictions which have shackled all the nations of the world in their turn for the evil of each, and which in falling off, have given new life to those who by timely measures are commencing a career of renovated vigour and activity.

Your Excellency will easily believe that the inequality of legislation, as now existing, has not escaped the apprehension of the English public, and that the discontent already felt will grow soon into complaint. Your Excellency equally knows the power of public opinion in England, a power which rules everything there, and from which neither Ministers nor Ministries can withdraw themselves. There are at this moment large portions of the population violent about the continuous existence of the Slave Trade in Cuba, many irritated at the treatment of British subjects in that island, others indignant at the temper lately displayed in the Cortes at the recognition of what they consider a sacred and undoubted debt. I am not going to enter now into any discussion on these facts, but I cite them in order practically to bring before the Spanish Government the equally certain fact that there exists a feeling in England not favourable to any concession towards this country in an arrangement, if it were permanent, where Spanish interests are safeguarded and where English interests are sacrificed, and where this result proceeds from no good reason, nor is based upon any valid excuse.

I therefore fear that this question will soon be brought before the Parliament of the United Kingdom; and as it is most certainly the secular and continued policy of Spain, both evinced by her laws of the Indies, and lately declared anew by the Decree on the Fuero de Extrangeira, to limit, as much as possible, the action of foreigners in their relations with natives, your Excellency will, I am sure, at once acknowledge that Spain would never, for one instant, concede to the subjects of England commercial advantages of this sort which she denied to her own; and that therefore the imposition of differential duties on the cargoes of Spanish vessels trading with England would be not only perfectly just in principle, but perfectly consonant with the opinions and habits of Spain.

It is, however, the anxious wish of my Government not to be driven to this extremity. It cannot be denied, so long as these discriminating duties exist, that England has a fair right to complain; but in asking for a redress of these grievances, what strengthens our case is, that we are asking nothing which is injurious to the interests of Spain. It would really be an insult to the intelligence of your Excellency if I were tiresomely to go over the beaten ground of political economy on a point which, if once a plausible theory, is now capable of positive proof—that the artificial protection of a single interest is fatal to the aggregate of those which compose the welfare of a kingdom. I ought to go further, and say that it is fatal to the very interest which it is attempted, mistakenly, to prop and develop. What has become of those manufactures,—planted, watered, and hothoused by the care and munificence of Charles III, and imagined more by his patriotism than his wisdom? If the Government of Spain equally believe that they will make sailors and secure ships by protective duties, I most humbly, but conscientiously, take the liberty of saying that they are mistaken. What really will make both ships and sailors is that feeling of security, that spirit of emulation which will be engendered

by the certainty that the Spanish flag, with its glorious reminiscences, will be treated in all the ports of the world with the same consideration and be admitted to the same facilities which other flags expect to find in the ports of the Peninsula.

I am aware that it is not enlightenment, or the knowledge of what is advantageous to the country which they so happily rule, that is wanting to the present Government of Spain, and that there do exist difficulties in the change of routine, as well as the correction of errors, which stand in the way of many most desirable measures. I cannot have lived so long in this country without having some knowledge of its mechanism, but I also know how great and admirable is the energy of Spaniards when once it is called forth, and certainly there never was a more magnificent field presented for the exercise of all the higher qualities of Statesmen, and for leaving to posterity an imperishable name, than that now opening to the administration of your Excellency, and on which it will win, unless Europe be much mistaken, the applause of all people and the gratitude of its own.

I avail, &c.
(Signed) HOWDEN.

No. 155.

The Earl of Clarendon to Mr. Otway.

Sir, *Foreign Office, July* 15, 1853.

WITH reference to Lord Howden's despatch of the 30th of May, I have to inform you that Her Majesty's Government entirely approve the note which his Lordship addressed on the 30th of May to the Spanish Minister for Foreign Affairs upon the subject of the differential duties levied in Spain on the cargoes of English vessels.

I am, &c.
(Signed) CLARENDON.

No. 156.

The Earl of Clarendon to Mr. Otway.

Sir, *Foreign Office, July* 23, 1853.

I TRANSMIT to you herewith a Memorandum which has been drawn up at the Board of Trade, showing the treatment of British shipping in the ports of France and other countries not including Spain, and I have accordingly to instruct you to forward a copy of this Memorandum to General Lersundi, with reference to the communications which have passed between Lord Howden and his Excellency upon the subject of the differential duties levied in Spanish ports on goods conveyed in British ships.

I am, &c.
(Signed) CLARENDON.

Inclosure in No. 156.

Memorandum.

AFTER the repeal of the British Navigation Laws in August 1849, the only countries in which there existed restrictions on British navigation, of such a nature as to call for remonstrance, were Spain, France, Portugal, Holland, Belgium, Sweden, and the United States of America.

The legislation of these several countries in regard to British shipping was as follows :—

Spain.

It is not necessary to refer more particularly to the laws of Spain in this respect in the present Memorandum, as it is intended for the information of the Spanish Government.

France.

Direct Trade between England and France.—English vessels coming direct to France from a port of the United Kingdom, or from British possessions in Europe,

without any distinction, subject to the same charges as French vessels making the same voyages.

All European produce imported into France in English vessels, from any British port in Europe not absolutely prohibited, admitted, for consumption, into France at the same rates as those charged on imports in French vessels. In this case perfect reciprocity between the two nations.

Articles the produce of Asia, Africa, and America coming from England, not only under an English flag, but also under that of any other nation, French included, not admitted for consumption, and only to be bonded with the view to re-exportation or transit. Exceptions, however, in the case of raw silk, printed handkerchiefs, rum, arrack, tafia, and Indian Cashmere shawls, which articles were freed by special decree from the above-mentioned prohibition, and were admissible on payment of duties, if imported from England in French or English vessels.

Indirect Trade.—English vessels coming from abroad subject to the following regulations:—

1. When in ballast free from all charges.

2. When with cargoes, excluded, except in the event of being driven in by stress of weather, when the undermentioned charges payable:—

	Fr.	c.	
Tonnage dues	3	75	per ton.
Fees for clearing:			
Of 5 tons and under	Free.		
From 5 tons to 200, inclusive	18	0	to vessel.
Of above 200 tons..	36	0	„
Fee for remittance	1	0	
Fee for permit	1	0	
Fee for certificate	1	0	

Regulation with regard to Merchandize.—After the provisions of the Royal Decree of the 8th February, 1826, made for the execution of the Convention of the 26th of January preceding, all merchandize, European included, which did not arrive from a port of the United Kingdom, not admitted for consumption into France in English vessels, but allowed to be entered in bond for transit or re-exportation.

Navigation with the Colonies.—By the Supplementary Articles of the Convention of 1826, English vessels arriving from any country in the British possessions, other than those of the East India Company, treated in the French Colonies, as regards charges, on the same footing as French vessels making the same voyages.

Merchandize.—In virtue of these said Articles of Convention, foreign merchandize, the importation of which is allowed in French Colonies, when they arrive under the English flag from a port of the British possessions, except the territory of the East India Company, charged only the same duty as if imported in French ships on a similar voyage.

Portugal.

All articles of European, African, and American produce admitted into the Kingdom of Portugal and adjacent islands (Madeira and Azores) for consumption—

In Portuguese vessels;

In vessels of the country of which the goods are the produce;

In ships of any other nation—in which case they pay one-fifth more of the established duty.

No restriction, except on the trade with Asia; articles the produce of India and China not admitted for consumption into Portugal and adjacent islands, coming from Europe, Africa, or in America, or any other than Portuguese vessels; admitted, however, for re-exportation.

In ships of any country, and for home consumption, the following articles admitted, no matter from whence, or by whom brought:—

Lac dye, Indigo and other dyes and substances, the produce of Asia applicable to medicine and the arts, on payment of one-fifth more on the duties.

The produce of the Asiatic Colonies also admitted if imported in ships of the country to which such Colonies belong, and, if Portuguese goods, are allowed to be imported directly into those Colonies in Portuguese vessels, a rule which has been applied with regard to England by Article VIII of the Treaty of 3rd July, 1842.

British vessels not allowed to trade between one part of the Kingdom of Portugal and her Islands and transmarine Possessions.

British vessels may, however, discharge part of their cargo in a Portuguese

port, and proceed with the rest to discharge it in any other Portuguese port. Also permitted to load in different ports on the same voyage for other countries. (Treaty Article X.)

No goods to be taken from one Portuguese Possession in Asia or Africa to another, nor from one port of such Possessions to another port of the same Possessions, except in Portuguese vessels.

A British vessel allowed to discharge a part of her cargo at the port of the Portuguese Possessions, and proceed with the rest to another part of the same Possessions.

All goods excepting powder, salt, soap, snuff, and tobacco, spirits, wine, vinegar from wine, allowed to be carried from the United Kingdom in British vessels to all Portuguese Possessions in Eastern and Western Africa and Cape Verd Islands, Goa, Damao, Dio, and Island of Timoo, by the ports specified in the Law of July 5, 1844.

All British vessels allowed to trade with the Portuguese Possessions mentioned in the preceding Article, and with Macao in China which is a free port.

The Government of Portugal authorized to cause the Portuguese Custom-house to exact an additional duty on Articles imported from foreign countries equivalent to the difference between the duty charged by those countries on Portuguese vessels and their own vessels, and between their own goods and Portuguese goods on importation.

Portuguese legislation on this head as follows:—

It recognizes to be Portuguese vessels all vessels built in the United Kingdom of Portugal and her Possessions.

It allows Portuguese subjects to become possessors of foreign vessels, recognizing them as Portuguese—

When once they have paid the competent dues;

When their owners are all Portuguese subjects;

When their captains or commanders are Portuguese, or naturalized as such;

When they are navigated by a crew of which two-thirds at least are Portuguese.

That a foreign vessel be admitted in Portugal as belonging to any given country, it suffices that the ships' papers bear a declaration on them to that effect from the competent authority of such country.

Holland.

By the former Dutch Navigation Laws differential duties were levied upon goods imported in British vessels, and similar differential duties upon the vessels themselves in the indirect trade with Holland, the national treatment secured to them by the Treaty of 1837 only applying to the trade between the two countries.

In the trade with the Dutch Colonies still graver disabilities pressed upon British vessels.

1. Merchandize exported in British vessels paid duties from which merchandize in Dutch vessels was exempt.

2. Goods imported in British vessels paid 25 per cent. *ad valorem*, against 12 per cent. in Dutch vessels.

Belgium.

A system of differential duties existed in Belgium.

With regard to the most important articles of Belgian commerce (in number about fifty), these differential charges were of two kinds:—

1. Those applicable to the origin of goods; and,

2. Those attaching to the nationality of the vessel of import, and they were very heavy in amount.

Goods imported in Belgian vessels paid 10 per cent. less than the ordinary Tariff duty.

The heavy discriminating duties upon the articles of fish and salt when imported in British vessels had long been a cause of complaint against the Belgian Government.

Sweden.

Our relations in Sweden in matters of navigation were regulated previously to the repeal of the Treaty of Commerce between the two countries of 1826.

By Article X of that Treaty British ships were restricted in the cargoes they carried to Sweden from third countries to "goods of European origin only," which permission was still further limited by a prohibition to carry into Sweden salt, hemp, flax, oil, grain of all kinds, tobacco, fish, wool stuffs of all kinds, from any other country than Great Britain.

These conditions practically confined British shipping to the direct trade between the two countries and the British Colonies. This Colonial trade was, however, seriously compromised, by a clause in the Swedish Tariff, by which deductions of 15, 25, and 33½ per cent. respectively were allowed to all goods imported in Swedish vessels from the West Indies and North America, and the other side of the Capes of Good Hope and Horn.

These deductions were also extended to the vessels of countries having full reciprocity Treaties with Sweden.

The above restriction did not apply to Norway.

United States.

The United States of America maintained restrictions which were the counterpart of those on United States' vessels in British ports.

British vessels were prohibited from engaging in the coasting-trade, and by Treaty stipulations subsisting between Great Britain and the United States, as well as the terms of their Navigation Act, British vessels were restricted to the direct trade, and interdicted from bringing into ports of the United States any goods not being the growth or production of her territories in Europe.

Communications were therefore addressed by Lord Palmerston to the Governments of these countries respectively, pointing out the nature of the changes that had been made in the British Navigation Laws, and calling upon them to extend to British shipping those reciprocal concessions which Her Majesty's Government conceived they had a right to expect.

Holland, Belgium, Sweden, and the United States of America have each, in their turn, met this demand in a just and liberal spirit.

Holland.

In August 1850 the Dutch Chambers passed laws containing important modifications of their Navigation Code, by which, upon conditions of reciprocity, all differential duties in respect of shipping were abolished, both in the home and Colonial trades.

Navigation dues on the Rhine and Yssel, and all transit dues, were abolished, and foreign vessels were allowed to be registered.

By the repeal of our Navigation Laws we had placed ourselves in a position to claim these privileges, save for the local differential port-charges that were still levied upon Dutch vessels in the indirect trade with this country.

In the beginning of the year 1851 we therefore concluded a Treaty with Holland to relieve her shipping from these duties, and we thus obtained the full reciprocity accorded by her reformed laws.

Belgium.

In 1851 a Treaty was concluded between this country and Belgium, by which all differential duties on shipping and navigation were abolished on both sides, with, however, a reserve on the part of Belgium as regards—

Furniture, dye-woods, rice, sugar, coffee, tobacco, and cotton. These articles, imported in British ships, are charged with differential duties, except when brought directly from a transatlantic country.

Fruits, olive oil, and raw sulphur. These are so charged except when brought direct from a country of production.

Sweden.

Sweden, on the notification of our repeal, swept away all unequal restrictions on British ships, and exact reciprocity exists between the two countries in matters of navigation.

United States.

The law was simply retaliatory, and expired when the reformed Navigation Laws came into force in the United Kingdom.

It will thus be seen that France, Spain, and Portugal are the only countries which have as yet failed to reciprocate the liberal measures adopted by Great Britain with regard to navigation; but negotiations are still in progress with these countries upon this subject, which it is thought cannot but lead to satisfactory results at no distant period.

No. 157.

Lord Howden to the Earl of Clarendon.—(*Received February* 15.)

My Lord, *Madrid, February* 9, 1854.

I HAVE the honour to transmit to your Lordship herewith, copy of a note which I have thought it fit to address to Señor Calderon de la Barca, on account of the opportunity, although I fear that at this moment little attention is given by the Ministry of the Count San Luis to anything beyond the immediate difficulties of their situation.

I have, &c.

(Signed) HOWDEN.

Inclosure in No. 157.

Lord Howden to Señor Calderon de la Barca.

Sir, *Madrid, February* 6, 1854.

IN the speech lately delivered by Her Britannic Majesty is this paragraph:—

"I recommend to your consideration a Bill, which I have ordered to be framed, for opening the coasting trade of the United Kingdom to the ships of all friendly nations, and I look forward with satisfaction to the removal of the last legislative restriction upon the use of foreign shipping for the benefit of my people."

I am sure that your Excellency cannot have read this paragraph without your Excellency's intelligence, experience, and economical science having suggested an application of its meaning.

Your Excellency knows well that the English are a practical people, that their Government is rarely led astray by fanciful, captious, or sentimental theories, and that, when the Sovereign of so positive a country says in full Parliament that she wishes to remove, for the benefit of the people, the last legislative restriction on the free exercise of whatever they may think conducive to their general interest, such a declaration must contain a serious sense.

In the discussions on the navigation law, I remember well that, in consideration to a very wide spread and deeply-rooted conviction, the coasting trade was a subject little approached and willingly untouched.

Your Excellency sees how, little by little, all these antiquated prejudices are crumbling away. In England measures are forced upon the Government when they are the result of public opinion, and that opinion is very surely the result of what the mass in general finds to be to its advantage. The hitherto exclusive monopoly of the coasting trade is about to be thrown open to all, the last stronghold of protection, and privilege, and prohibition is about to be abandoned, and this in a nation whose whole frontier is a seaboard, whose glory is based upon her ships and her seamen, and whose existence depends upon her commerce. Surely, Sir, such a fact deserves the deepest consideration.

The above observations lead, by not an indirect road, to a subject on which I have often, and, at times, lengthily, addressed myself to the Spanish Government. I have refrained from recurring to it till now, fearing that circumstances of the moment might prevent their giving to it that attention which it most imperiously demands, and which I most ardently ask.

If your Excellency would have the goodness to look over many notes of mine on the subject of the differential duties levied in the ports of Spain, under the denomination of duties of the flag, you will see the reasons on which I have, at various times, based these applications. I confess frankly that it was more for the acquittal of my official conscience than for anything else that I detailed these reasons. In this age of universal enlightenment in concerns of trade, when acts are tested by pure experience, and when the measures of all Governments in such matters are proved, like sums of arithmetic, by the addition or subtraction of hard and unyielding figures, when the result of theories turned resolutely into practice is known to everybody, from top to bottom, through the whole framework

of the political, commercial, and even social community, I never could expect to teach anything to persons in so high a category of intelligence as those called by the Sovereign of this country to aid her by their counsels.

I therefore do not trouble your Excellency by repeating arguments now trite, but I think that I am justified in asserting that the Government of Spain would confer an immense benefit on those they govern by applying to them those irrefutable maxims which are raising some nations to a state of unexampled prosperity, and which have never deceived any nation that has put its trust on their truth.

If I am rightly informed a Commission of four persons was appointed to examine the question of the flag, and two gentlemen of great reputation for general attainments, Señor Mora and Señor Cueto, one so highly esteemed for his talents as to have been named Director-General of Public Works and the other Envoy Extraordinary to the United States, were both unequivocally of opinion that the differential duty should be abrogated, in consideration of the very interest which, by an old and mistaken theory, it was intended to promote, and, in calling this theory mistaken, I beg your Excellency to believe that my my words apply equally to the past of England as the present of Spain. England was long and sluggish in emancipating herself from mistaken theories, and I only base my observations on the fact (which surely is an encouragement) that, since she had emerged from error, her advance is beyond expectation and her prospect boundless.

It is always painful for me to occupy your Excellency's time, especially when I do so uselessly, and when I feel that your Excellency's mind must have certainly gone along with me to the conclusions at which I arrive. I therefore terminate by asking your Excellency very emphatically to take this most important inquiry into consideration, and to convey it to the serious attention of the President of the Council and of the Cabinet. I cannot refrain from entertaining a hope, I willingly say an expectation, that the Government will throw into the scale that weight which the divided opinions of the Commission so amply justifies, and which, while proving to all Europe the liberal tendencies of Her Catholic Majesty's present Ministers, will be equally a pledge to the country that this question has been maturely meditated and amply discussed.

I avail, &c.
(Signed) HOWDEN.

No. 158.

Lord Howden to the Earl of Clarenden.—(Received February 24.)

My Lord, *Madrid, February* 18, 1854.

I HAVE the honour to forward to your Lordship translation of a note from the Minister for Foreign Affairs, in answer to one that I addressed to his Excellency on the subject of differential duties, and copy of which I transmitted home in my despatch of the 9th instant.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 158.

Señor Calderon de la Barca to Lord Howden.

(Translation.) *Madrid, February* 9, 1854.

THE Undersigned, Her Catholic Majesty's First Secretary of State for Foreign Affairs, on acknowledging the receipt of the note which Her Britannic Majesty's Minister Plenipotentiary has been pleased to address to him on the 6th instant, on the occasion of the reforms, announced in the Royal Speech on opening the British Parliament, for the benefit of foreign shipping, has the honour to state to his Lordship that he has lost no time in communicating the contents of his Lordship's aforesaid note to the President of the Council of Ministers and to the Minister of Finance, on account of the connection which the observations therein contained have with the important question of the differential duties, a question with which Her Majesty's Government is actually occupying itself with the attention it deserves on account of its transcendency.

The Undersigned, &c.
(Signed) A. CALDERON DE LA BARCA.

No. 159.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, February* 24, 1854.

I HAVE the satisfaction to state to your Lordship that Her Majesty's Government entirely approve the note on the subject of Spanish differential duties which you addressed on the 6th instant to Señor Calderon de la Barca, and a copy of which was inclosed in your despatch of the 9th instant.

I am, &c.
(Signed) CLARENDON.

No. 160.

Circular to Her Majesty's Diplomatic Agents abroad.

Foreign Office, March 13, 1854.

HER Majesty's Government having introduced into Parliament a Bill for opening the coasting trade of the United Kingdom to the ships of all nations, they are desirous of calling the attention of foreign Governments to the advantages which may be likely to result to the trading interests of countries with which they are in friendly alliance, from giving to British vessels in foreign ports the same privilege which it is proposed to grant to foreign vessels in British ports.

In proportion as freedom of commerce has been extended in this country, trade has increased ; and the result of the alteration in the British Navigation Laws has been that while the number and tonnage of ships belonging to the United Kingdom has annually increased, that augmentation has not kept pace with the wants of the trade.

Her Majesty's Government are disposed to consider that the greater the facilities given in the United Kingdom to foreign trade, the greater will be the benefit to this country ; and if this be true as regards Great Britain, it must be equally true that a similar system would be beneficial to other countries.

You will accordingly invite the Government to which you are accredited to throw open its coasting trade to the British flag, and thus to reciprocate the advantages which its vessels will obtain in British ports.

I am, &c.
(Signed) CLARENDON.

No. 161.

Lord Howden to the Earl of Clarendon.—(Received September 15.)

My Lord, *Madrid, September* 9, 1854.

I HAVE the honour to transmit to your Lordship copy of a note which a paragraph in Her Majesty's Speech gave me a fit opportunity for addressing to Señor Pacheco on the existing duties discriminating the flag.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 161.

Lord Howden to Señor Pacheco.

Sir, *Madrid, August* 18, 1854.

THE English Parliament having, in the interest of England as well as that of other nations, removed the last vestige of the antiquated and mistaken policy which imposed restrictions on the free exercise of commercial franchises of any sort, I take the liberty of sending to your Excellency copy of a note which I addressed to your Excellency's predecessor. I most earnestly call to it the attention of a Government which is believed to be one of progress, and which, I cannot doubt, will verify those expectations which Europe has built upon its origin.

I avail, &c.
(Signed) HOWDEN.

No. 162.

Lord Howden to the Earl of Clarendon.—(*Received September* 15.)

My Lord, *Madrid, September* 9, 1854.

SEEING in the Spanish journals that a Convention had been entered into with Piedmont consigning the reciprocal freedom of the coasting trade, I thought it a favourable basis on which to re-build my application to the Spanish Government for conceding to England what England had conceded to Spain.

I transmit to your Lordship copy of the note which I addressed to Señor Pacheco, and to which I have not as yet received an answer.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 162.

Lord Howden to Señor Pacheco.

Sir, *Madrid, August* 27, 1854.

SOME time before the fall of the last Government I addressed the Minister for Foreign Affairs of Her Catholic Majesty on a subject which is highly interesting to Europe, as carrying out that salutary principle of freedom in commercial matters which is increasing daily and visibly the prosperity of those countries that accept it. I allude to the franchise of the coasting trade.

In the last session of the English Parliament this trade in Great Britain was thrown open to all nations, and it is but natural and just to expect that a reciprocity should be accorded to the shipping of Great Britain.

Of all the countries in the map of Europe, there is none merging so fast into political dignity and commercial success as Piedmont; and this enlightened Government has just consigned the principle of reciprocity which I propose to your Excellency, and which I trust will be equally understood and equally declared here.

I request your Excellency to turn to my former communications on this subject; and I take the liberty of hoping that your Excellency will give to this fair question your serious and proximate attention.

I avail, &c.
(Signed) HOWDEN.

No. 163.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, September* 21, 1854.

I HAVE received your Lordship's despatch of the 9th instant,* inclosing a copy of a note which you had addressed to Señor Pacheco, urging the abolition of discriminating duties in Spanish ports, and I have to acquaint your Lordship that Her Majesty's Government approve that note.

I am, &c.
(Signed) CLARENDON.

No. 164.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, September* 21, 1854.

I HAVE to approve of the note, of which a copy is inclosed in your despatch of the 9th instant,† and in which your Lordship has urged the Spanish Government to throw open the coasting trade of Spain to British shipping.

I am, &c.
(Signed) CLARENDON.

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* No. 161. † No. 162.

No. 165.

Lord Howden to the Earl of Clarendon.—(*Received January* 6, 1855.)

My Lord, *Madrid, December* 28, 1854.

HAVING learnt that one of the Prussian Chambers had decreed the coasting trade open to foreigners, I did not lose the opportunity of addressing the Spanish Minister for Foreign Affairs on a subject which I have before urged. I also profited by the occasion to allude to the question of the flag and the differential duties attached to it, trusting that the Commission which has been so long sitting on the question, would soon come to a satisfactory conclusion.

I have the honour to inclose to your Lordship herewith, copy of the note which I have addressed to Señor Luzuriaga.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 165.

Lord Howden to Señor Luzuriaga.

Sir, *Madrid, December* 27, 1854.

THE Chamber of Deputies of Prussia, with a sound knowledge of the principles upon which nations rise to commercial prosperity—principles long misunderstood and blindly combated in England, and still existing in this country—has just decreed, without a single dissentient voice, the coasting trade of Prussia open to all nations. If protection was a system that was ever really and not apparently profitable, one would say that the commercial marine of Prussia was precisely in a condition when such an imaginary aid would be required, according to the old system, and excused by its advocates; but the Statesmen of that country, rising above popular prejudice and economical delusion, have taken a step which shows that their doctrines are in the right direction, and will lead to increasing commerce.

On this occasion I take the liberty of sending to your Excellency copy of a note which I addressed to Señor Calderon de la Barca on the 6th of February of this year. The measure inaugurated in the Speech of the Queen of England was quickly followed by Piedmont, a nation which is making singular progress in all good things, and whose sagacity in adopting and perseverance in executing cannot have escaped your Excellency's observation.

There is another subject much akin to the primary object of this note, and that is, the distinction of the flag still made in the ports of Spain. I respectfully call your Excellency's attention to the observations I have ventured to make thereon in the accompanying note; and as all these shackles on the communication between nation and nation, to the benefit of none, belong to doctrines now completely exploded in the great commercial world, I trust your Excellency will be able to inform me that the Commission which has been sitting on the question is at the close of its labours, and that the result is in harmony with that future legislation which I sincerely believe to be the absolute interest of Spain.

I avail, &c.
(Signed) HOWDEN.

No. 166.

Lord Howden to the Earl of Clarendon.—(*Received January* 15.)

My Lord, *Madrid, January* 9, 1855.

WITH reference to my despatch of the 28th ultimo, reporting to your Lordship that I had again pressed the Spanish Government to open the coasting trade to othe nations and to do away with differential duties, I have the honour to transmit herewith to your Lordship translation of a note which Señor Luzuriaga has addressed to me in acknowledgment of my communication to his Excellency.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 166.

Señor Luzuriaga to Lord Howden.

(Translation.)

My Lord, *Madrid, January* 4, 1855.

I HAVE the honour to inform your Lordship that I have communicated to the Minister of Finance the note which your Lordship has been pleased to address to me on the 27th of December last, calling, at the same time, his Excellency's attention to that which your Lordship addressed to one of my predecessors in office on the 6th of February, in favour of the opening of the coasting trade in Spain to foreign vessels, and of the suppression of differential duties on the flag.

I shall lose no time in transmitting to your Lordship, in due course, the decision which may be adopted on the two aforesaid important points, and in the meantime I avail, &c.

(Signed) CLAUDO. ANTON LUZURIAGA.

No. 167.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, January* 15, 1855.

I HAVE received your Lordship's despatch of the 28th ultimo, and I have to state to you that I approve the note which you addressed to Señor Luzuriaga on the previous day, a copy of which is inclosed in your despatch, again urging the Spanish Government to open the Spanish coasting trade, and recalling its attention to the question of differential duties.

I am, &c.

(Signed) CLARENDON.

No. 168.

Lord Howden to the Earl of Clarendon.—(*Received February* 13.)

My Lord, *Madrid, February* 7, 1855.

FROM a narrow examination lately into the probabilities of whether the differential duty of the flag on cargoes is likely to be suppressed by Spain, I regret to say that I do not see the least chance of this important step in free trade taking place. Your Lordship will have seen that even the Ultra-Liberal Deputies who proposed the reform in the Tariff have maintained this differential duty, and, from the various conversations I have had on the subject, I see the intention on all sides to leave things as they are, so long as Spain goes on enjoying advantages in British ports without yielding reciprocity.

It is therefore for your Lordship to judge whether it is fair towards our own trade that this anomaly should continue. I believe, by the wording of the Act, we are able to give or refuse the equality of the flag according as it is given or refused to us, and, in my humble opinion, we should be completely justified in not asking for, but in exacting, reciprocity from Spain, naming a certain time for the reprisal to come into operation.

I have, &c.

(Signed) HOWDEN.

No. 169.

The Earl of Clarendon to Lord Howden.

My Lord, *Foreign Office, March* 16, 1855.

WITH reference to my despatch of yesterday's date, and to yonr Lordship's despatch of the 7th ultimo, stating that in your opinion it is hopeless to expect from the Spanish Government the abolition of the differential duties still levied in the ports of Spain to the prejudice of goods carried in British shipping, I transmit to you herewith a copy of a letter from the Board of Trade upon this subject, and have to state to you that that part of the letter which refers to the expediency of putting an end to our Commercial Conventions with Spain is under the consideration of Her Majesty's Government; and a further communication will be made to your Lordship upon it.

I am, &c.

(Signed) CLARENDON.

Inclosure in No. 169.

Sir J. Emerson Tennent to Lord Wodehouse.

Office of Committee of Privy Council for Trade,
Whitehall, March 14, 1855.

My Lord,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your Lordship's letter of the 15th of February, transmitting a copy of a despatch from Her Majesty's Minister at Madrid, in which Lord Howden reports the hopelessness, in his opinion, of obtaining from the Spanish Government the abolition of the differential duties still levied in the ports of Spain to the prejudice of goods carried in British shipping, and suggests that retaliatory measures should be resorted to, to extort their abandonment by exerting the power reserved by the Act of 1849 (12 and 13 Vict. cap. 29), by which in the event of any foreign country imposing restrictions or charges on British shipping or their cargoes from which the national vessels are exempt, Her Majesty is authorized to impose such countervailing duties as may place the trade of such countries in British ports on as nearly as possible an equality with that at which they shall have placed British commerce in their own.

Notwithstanding the existence of such a power and the persistence of other countries as well as Spain in the maintenance of prohibitions and distinctive duties prejudicial to British interests, Her Majesty's Government have hitherto abstained from its exercise.

Spain imposes a differential duty on all articles imported under a foreign flag, which exceeds by 20 per cent. the duty levied on the same goods if imported in a Spanish ship, and, as stated by Lord Howden, this unjust distinction is proposed to be retained even in the projects for the reform of the Tariff recently submitted by the most liberal members of the Cortes.

The following return exhibits the extent to which this unfair system has been operating to the discouragement of British commerce with Spain, and the undue employment of Spanish shipping in the trade with the United Kingdom.

RETURN of the Number and Tonnage of Spanish Vessels entered and cleared at Ports in the United Kingdom in each Year from 1850 to 1854, exclusive of Vessels in Ballast.

Years.	Entered.		Cleared.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1850	150	23,717	144	22,611	294	46,328
1851	170	26,557	181	28,226	351	54,783
1852	192	28,721	174	27,372	366	56,093
1853	332	51,970	327	52,134	659	104,104
1854	375	56,391	364	58,038	739	114,429

RETURN of the Number and Tonnage of British Vessels entered and cleared at Ports in the United Kingdom, from and to Continental Spain (including their repeated Voyages) in each Year, from 1850 to 1853.

Years.	Entered.		Cleared.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1850	611	64,907	937	158,785	1,548	223,692
1851	568	65,368	928	158,901	1,496	224,359
1852	475	52,477	978	175,872	1,453	228,349
1853* . ..	517	55,853	1,015	174,901	1,532	230,754

* Including the Canaries; but only two or three vessels of small tonnage.

It will be seen from this return that whilst British shipping engaged in the trade with Spain has made little or no advance during the last few years, notwithstanding the fact that the value of our exports to that country has nearly doubled, the tonnage of Spanish vessels engaged in the carrying trade between the two countries has been more than doubled during the same period under the unjust preference enforced in its behalf.

Notwithstanding this injustice and the determination of the Spanish Government to persevere in maintaining it, the provisions of the successive Treaties negotiated with Spain since 1713 A.D. present an obstacle to the mode of retaliation suggested by Lord Howden, since they secure to the subjects of each Kingdom the enjoyment of at least the same privileges, liberties, and immunities as to all duties, impositions, or customs relating to

merchandize and shipping, as are enjoyed by the subjects of France or any other the most favoured nation.

So long as these stipulations are in force it is presumed that Spain, however equitably disentitled by her own policy, may legally claim the advantage of all concessions made to the commerce of nations more generous than herself; and Her Majesty's Government will find themselves debarred from exerting, if so disposed, the power of retaliation reserved by the Act of 1849.

It will be for the Earl of Clarendon therefore to consider whether it may not be expedient to intimate to the Government of Spain, that failing to obtain for the commerce of this country that equality of treatment which we are so justly entitled to demand, another remedy is still open to us, by putting an end to those Commercial Conventions which are productive of wrong and injustice to the trading interest of the United Kingdom, and withdrawing altogether from the obligations of a Treaty so unequal in its operation as to secure to one of the Contracting Parties all the benefits of the liberal and enlightened policy of the other, and to shield her at the same time from the consequences of her refusal to reciprocate them.

I am, &c.
(Signed) J. EMERSON TENNENT.

No. 170.

Lord Howden to the Earl of Clarendon.—(*Received June* 24.)

My Lord, *Madrid, June* 19, 1857.

I HAVE the honour to transmit to your Lordship herewith, translation of an article by which you will see that a step has been made towards the principle of the extinction of the differential duties by sea. The Junta commissioned to report on the Tariff question has adopted the extinction of differential duties by land, but it remains to be seen whether the suppression will be adopted by the Government. Of course, from geographical circumstances, France will be greatly benefited by this change, and at first sight it would appear in the greatest degree; but I cannot help thinking that the importations from the ports of Lisbon and Gibraltar will also be very much increased, and the honest profit much simplified by the above determination.

I have, &c.
(Signed) HOWDEN.

Inclosure in No. 170.

Extract from the "España."

(Translation.)

YESTERDAY morning the General Board of Tariffs held a sitting in which, after putting off the pending debates on iron, a proposition was discussed whereby the differential duty now levied on goods imported by land, which is equal to the duty levied at sea-ports on the foreign flag, is to be suppressed. This proposition was opposed by Señor Villalobos, and defended by Señores Figuerola, Ballesteros, and Salazar, and was finally approved. So that, if the Government agrees to the opinion of the Board, all goods imported in future from France, Gibraltar, and Portugal, by our frontiers will pay, when carried in Spanish carts, the same duties which would be levied on them at a sea-port if imported in Spanish vessels.

No. 171.

M. Conte to the Earl of Malmesbury.—(*Received May* 14.)

(Translation.)

My Lord, *Spanish Legation, London, May* 12, 1858.

THE Government of the Queen my august Sovereign having it in contemplation to introduce some reforms in the laws of navigation would wish to know previously the nature of those laws in England. I will therefore request your Excellency to have the kindness to furnish me with some information relative to the following questions:—

1. Does foreign or Spanish merchandize imported into England on Spanish ships pay any additional dues?

2. Is there any Power privileged by Treaties whose flag is assimilated to the national flag in England ?

3. What measures are used by Her Britannic Majesty's Government to protect the national mercantile navy ?

Thanking your Excellency by anticipation, &c.

(Signed) AUGUSTO CONTE.

No. 172.

The Earl of Malmesbury to M. Conte.

Sir, *Foreign Office, June* 3, 1858.

I SHOULD have had the honour of replying sooner to your note of the 12th ultimo, had it not been necessary for me to consult the Board of Trade as to the points connected with the Navigation Laws in this country, on which you have requested information.

I have now to state to you that Spanish or foreign merchandize does not pay any additional duty in the United Kingdom in consequence of its being imported in a foreign instead of a British ship. No country has in this particular any advantage over another. And as regards the protection "of the national mercantile flag" (if by that term is implied any special favour to those sailing or carrying cargo under it), no such distinction exists; even the coasting trade of the United Kingdom having within the last few years been thrown open to the flags of all nations.

I am, &c.

(Signed) MALMESBURY.